Drive your dream – see p12

Super rare Touring Bristol 401 driven

Avoid a duff Audi S with our guide

Classic Cars

TOP 50 DESIGN CLASSICS

We choose the greatest cars defined by style PLUS 5 top designers name their favourites

'The Countach marked the starting point of the exotic car breed'
STEPHEN HARPER

'Bill Mitchell's work inspired me to study design at college'
JOHN HEFFERNAN

'Beauty, sculpture and speed of its surfaces are why it gets voted for'
KEITH HELFET

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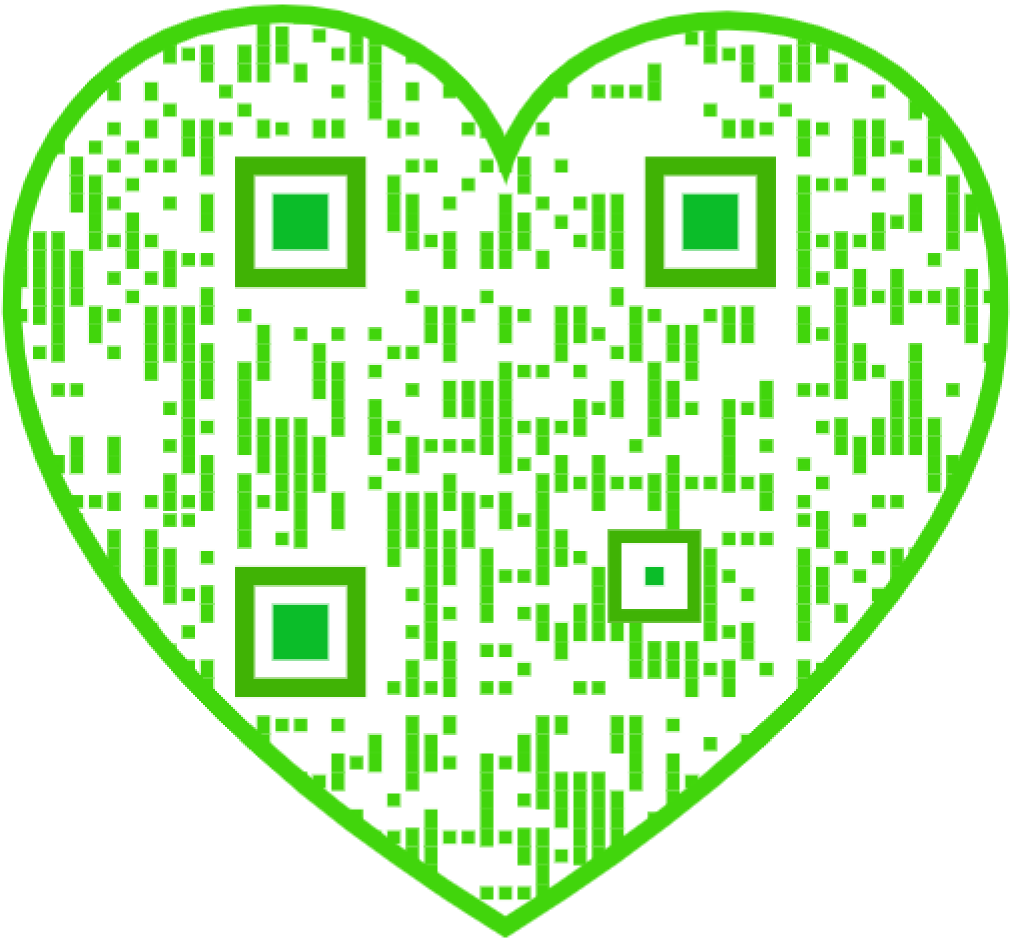
PLUS **Box-of-bits E-type restored to perfection** ● Alex Riley gets cross, 'Car makers should re-use great names with more care!' ● **Oman-Turkey-UK-France, a Saab 900 Turbo's life with one family**

Classic Cars JANUARY 2025 | TOP 50 DESIGN CLASSICS | TOURING BRISTOL 401 | E-TYPE RESTO | SAAB 900 TURBO LIFE | ASTON MARTIN VIRAGE 6.3 | AUDI 100 COUPÉ S BUYING



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Welcome

January 2025 Issue 618

A fleeting glimpse of the right classic is enough to spark an irresistible wave of desire, that's the power of brilliant design. With some cars, style is so crucial it defines them

If we just wanted to accelerate faster, corner harder, brake more powerfully and enjoy greater comfort, reliability and fuel efficiency, we'd all be driving modern cars, right? But the secret we all share is our appreciation of motoring dimensions beyond mere capability. We get the place in history of a classic car and its ability to take us right back there, the charismatic sounds, feel and smells. And the style, definitely the style.

The best designs possess an uncanny ability to make us fall for them long before we've had chance to discover whether they're actually any good to drive, never mind feasible to live with. That's why man-maths was invented. But having said that, for a design to hold authenticity, it must live up to the promise made by its arresting exterior form.

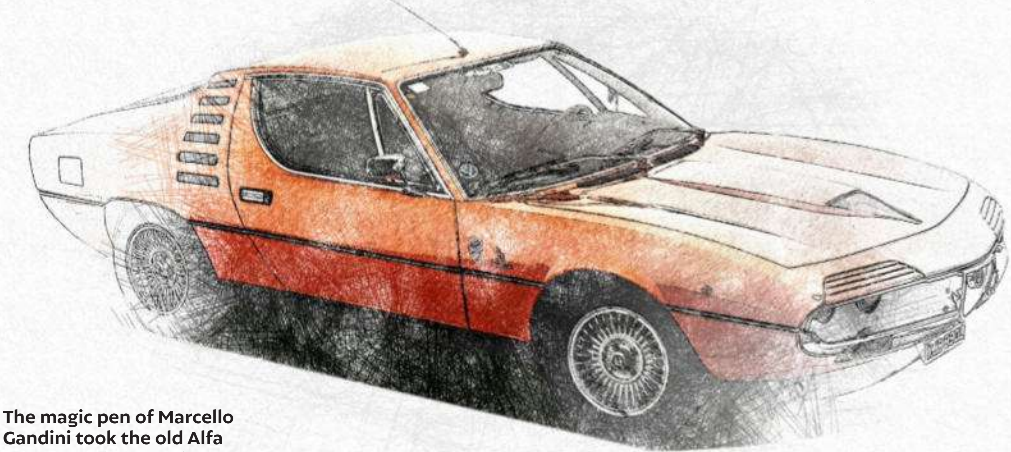
As you might imagine, picking our top 50 cars defined by style led to much intense debate here in the *Classic Cars* office, so much so that we tasked Richard Heseltine with arbitrating, while seeking further opinion from a panel of ace car designers. Just like their outstanding work with pen and paper – or stylus pen and these days – their deft touches add sharp definition to the story.

Me, I'm a sucker for a good-looking car. When last choosing a daily driver to provide a practical complement to the E-type and Boxster in the Bell household, a nice roomy estate or hatch with an economical four-cylinder engine would have been the logical choice, or some sort of SUV. So, I bought the BMW 325i M-Sport Coupé, obviously. Well, with roof bars I can carry a couple of mountain bikes, there's room for five people and the rear seats even fold down in case I ever want to do anything sensible. Crucially, for a saloon-based design, the Erik Goplen-styled Coupé manages to encapsulate all that practicality inside a fairly sharp-looking form.

Eye of the beholder and all that, but I'll be surprised if you don't feel compelled to hit us with your thoughts on top 50 designs. I stand, braced for your response.

Enjoy the issue.

Phil Bell, Group Editor



The magic pen of Marcello Gandini took the old Alfa Romeo 105 into the future

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'XKRs are unfairly unregarded'

Quentin Willson p14

The unique-spec Saab 900 that's taken in the Middle East and Europe **P80**

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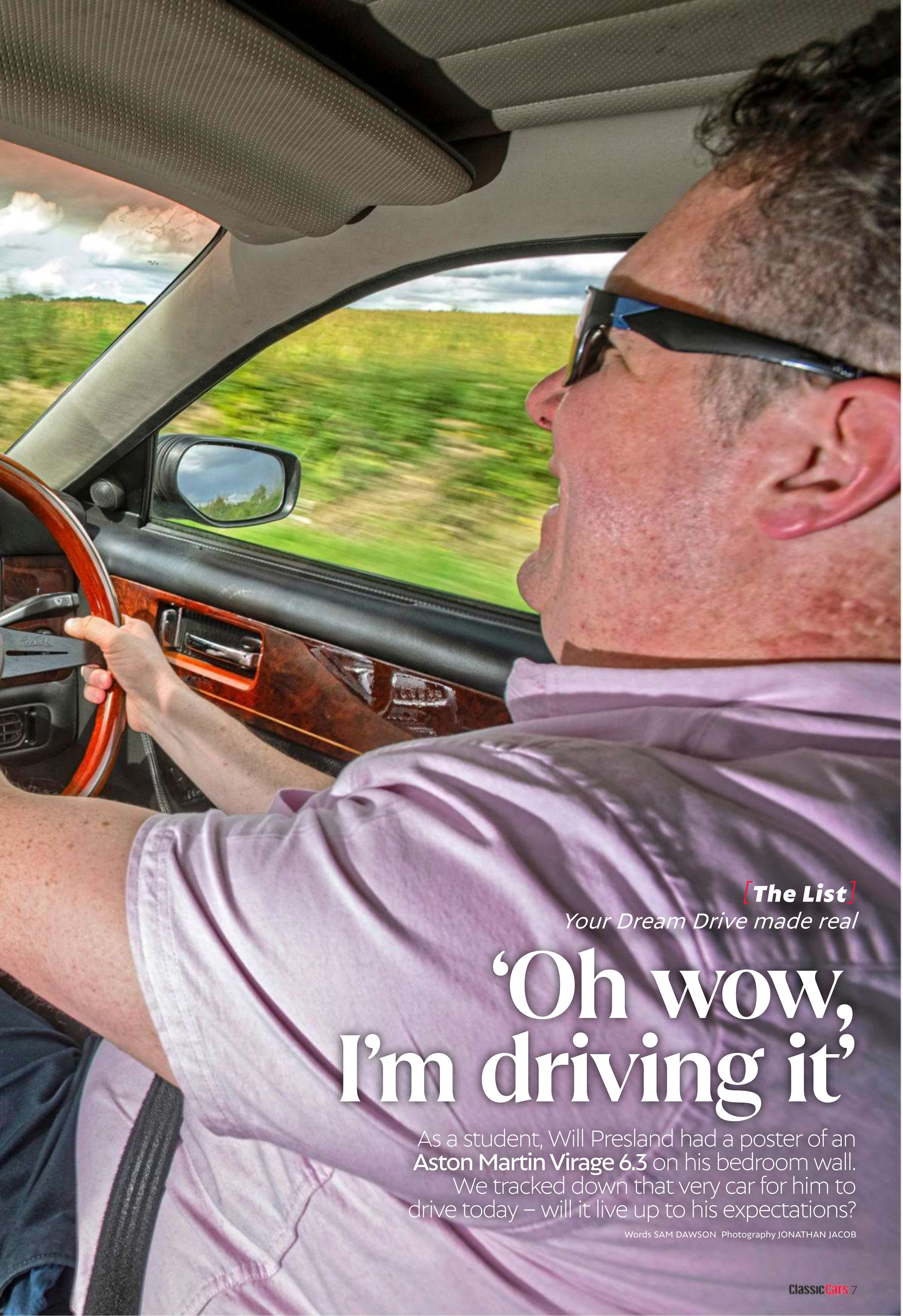


[The List]

Your Dream Drive made real

'Oh wow, I'm driving it'

As a student, Will Presland had a poster of an **Aston Martin Virage 6.3** on his bedroom wall. We tracked down that very car for him to drive today – will it live up to his expectations?

Words SAM DAWSON Photography JONATHAN JACOB

Sending the first email to tell a reader they've been picked for The List is always a gratifying experience, but getting in touch with Will Presland was especially so. Not only were we able to arrange a drive in his all-time favourite classic, the Aston Martin Virage 6.3, I'd actually secured J402 MNK. This is the factory-prototype car – christened 'Minky' – which, frozen in mid-oversteer on a test track, graced the wall in his student dormitory. 'If this is genuine, then it's the most amazing thing to have happened to me!' he replied.

On the day of the drive, Will approaches the famous Virage in the middle of Buckinghamshire Aston specialist Classicmobilia, brandishing a satchel full of road tests, all of this car in the early Nineties. 'I have the mags with me!' he says. Taking it in from every angle, opening the driver's door to inhale the smell of the leather-trimmed interior, Will reveals a lifelong affinity with Aston Martin in general, and the Virage in particular.

'When I was ten years old, we had a school project to invent something for a car,' he says. 'I think I suggested a kind of perpetual motion machine, in the form of a little fan that could turn constantly when the car was moving, generating electricity which could be used to charge and power things.

'I wrote to various car companies, and most didn't respond. But Aston boss Victor Gauntlett wrote back personally, inviting me to a guided tour. Engineer Rob Robinson politely explained why my idea wouldn't work, and took me round the Newport Pagnell factory. You just never saw Astons on the road back then, but there I was, suddenly surrounded by Virages. Then in 1992, this came out, and instantly became my bedroom-wall poster car. I joined the Aston Martin Owners Club aged 14, and my dad – who had no interest in them – had to drive me to meetings!'

Classicmobilia's Keith Riddington adds more history for Will to take in. 'Stirling Moss, Jackie Stewart and Peter Gethin all test-drove this car, and it competed in the Brighton Speed Trials with David Hills and Nick Mason,' he says. 'It has so much more than the usual Virage specification – two batteries, the other one needed to run a video recorder in the back seat, and

WILL PRESLAND'S TOP TEN

Aston Martin DB4/5/6
'If the finances were available, I would always choose an Aston. The itch to scratch is always the same: what are they like? But Astons always have been and always will be number one on any of my lists.'

Lotus Esprit
'Magnificent. The only other car I allowed on my bedroom wall apart from Aston Martins.'

Porsche 911 (964/993)
'Current when I was an impressionable teenager, and cheap enough to tempt me when I could afford the insurance.'

Range Rover Classic
'Ideally the early Nineties example with the 3.9-litre V8.'

Lancia Fulvia Coupé
'Delicate, pretty, intriguing. Especially the late UK-spec cars with the raised outer headlights.'

Aston Martin Virage 6.3
'It is my ultimate Aston. Full stop. Quicker and better than a Diablo, and the centre spread from the April 1992 issue of *Performance Car* adorned my bedroom wall at university. J402 MNK, some day you will be mine...'

BMW 3.0 CSi
'I've owned several modern BMWs. But the 3.0CSi – what a car! Elegant, fast, so close to BMW's motorsport heritage, looks to die for, and practical too.'

Jaguar XJ12 S3
'What a magnificent, gorgeous way to go bankrupt! Imagine being a plutocrat in the late Eighties and ordering one of these over a BMW, Mercedes or Lexus. The ultimate one-upmanship over the yuppies down the wine bar.'

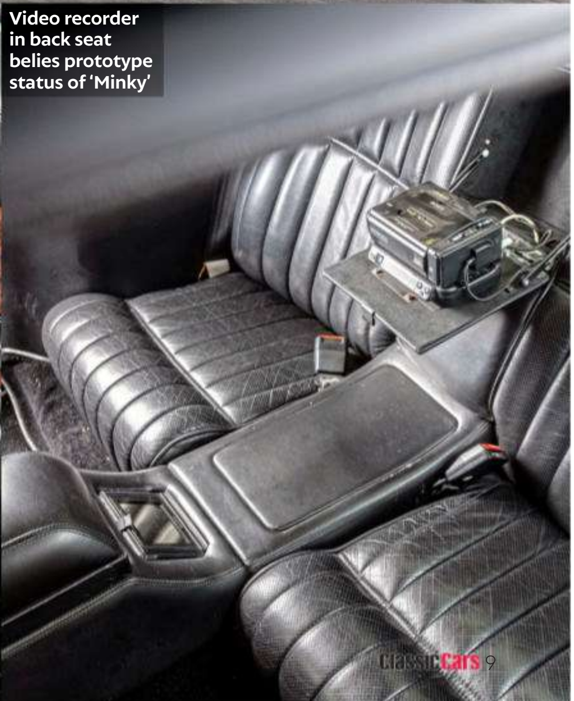
Porsche 924 Carrera GT
'I love transaxle Porsches, but the Carrera GT is surely the most extreme version. It needs more praise – let's start with a drive!'

Panther Solo
'I've only ever seen two. But as a teenager they were intriguing and had funky headlights.'

In the hot seat at last – Will's Virage 6.3 dream comes true

> 'The feel of that wave of torque, even if you squeeze the throttle just a little, is incredible. It just rockets away'

Luxury *and* technology to be found in Virage cabin



Video recorder in back seat belies prototype status of 'Minky'

a servo clutch, making it easier to drive. I had 101 service action campaigns to deal with on the Virage when it came out, and solving them directed the development of the 6.3. This is the car the Virage should have been all along.'

Will gets settled behind the wheel, electrically adjusting the massive leather seat. 'Even these seats are interesting,' he muses. 'They're from a Rover 800, modified by Recaro and trimmed in Connolly leather, but they work so well, and feel so bespoke.'

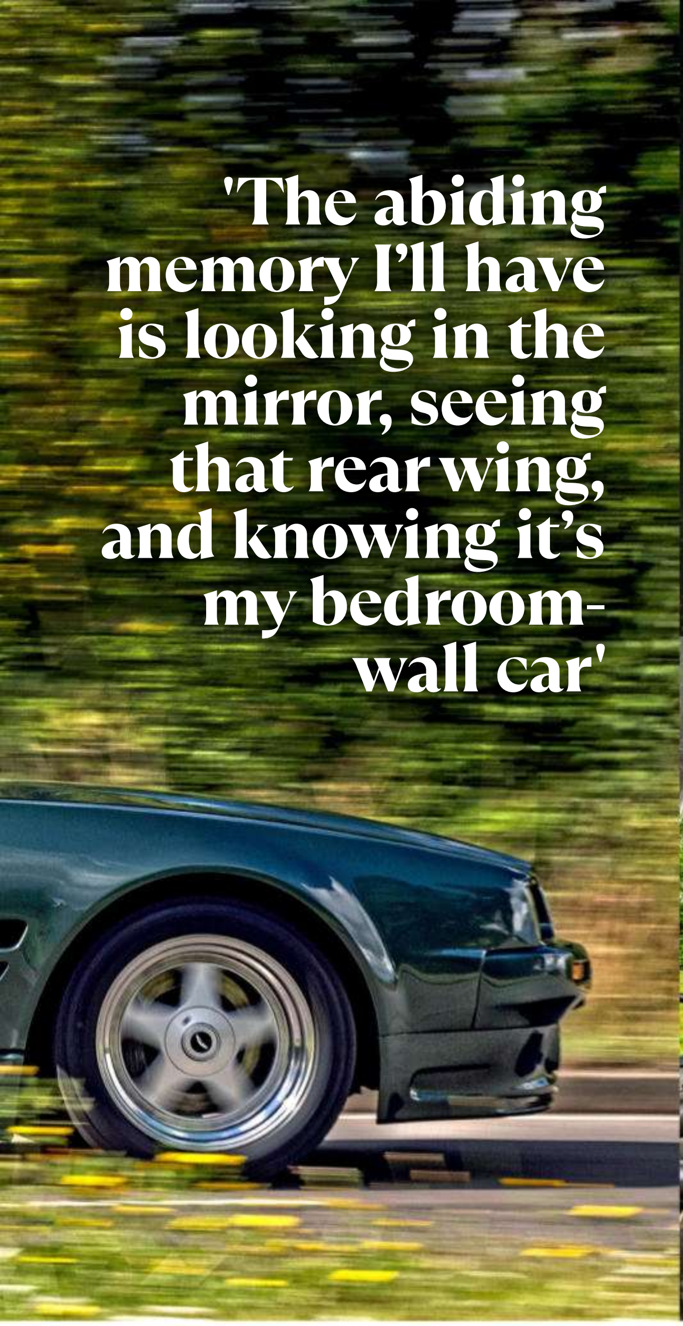
Will turns the ignition key, and the massive V8 rumbles into life, vibrating the entire car before settling to a uneasy, rocking throb at idle. 'That's incredible,' he says, almost recoiling from the sense of power at by his fingertips; 'But I'm properly nervous now – I'm shaking as much as the car is.' He takes some deep breaths, slots the dogleg gearshift into first, and noses the Virage out into the sunlight. 'Oh wow,' he whispers. 'I'm driving it.'

As the Virage slinks onto the lanes towards Cranfield, Will tempts the long-travel throttle pedal for the first time, then nods and smiles as he finds familiarity with his previous Aston experience. 'My DBS V8 was horrible when it was cold,' he says, acknowledging the heavy vibration at idle, 'But once everything was warmed through, past 4000rpm, it all came together. You have to push an Aston to get the best out of it. It's the same here. Give it a few thousand more revs, and it feels more coherent. Smoother. I love the way you find yourself rolling your right foot on and off the brake from the accelerator. My DBS did that too.

'It's also starting to warm up,' he says, gesturing to the gear lever, the metal shaft of which is getting almost uncomfortably hot. 'But it's feeling friendlier as a result, less baulky. I'm having to relearn changing gear though – it has very long ratios, so I'm fighting the temptation to change up at 2000rpm as you would in a normal car. The Virage protests if you do that.'

As the bends ahead start to sweep, Will stretches the Virage's legs ever-further. 'I love it!' he exclaims. 'When you get it over 2000rpm, it just wants to keep going, like Aston V8s always do. Yes, it's lumpy low down, but the feel of that wave of torque under your right foot, is incredible. It just rockets away. And with the heat coming through its transmission tunnel, it feels like its lifeblood. The offbeat of the V8 is like its pulse. It's alive, and *becoming* an Aston. You don't just jump into them and drive off immediately. It's hard work getting to know a car like this, but put the effort in, allow it to warm up, and it flows. I haven't had the chance to explore the handling yet though,' he says.

Time to change that. Away from Cranfield University – formerly known as the Cranfield Institute of Technology, where, fittingly, the box-section chassis of the standard Virage was co-developed – the roads get narrower and twistier towards the village of Salford, and mid-afternoon, there's very little in the Aston's way. Will stays in its gears longer, feeling ever-more confident as he twirls the thin wooden wheel rim between a series of S-bends as they climb up between farmland hedges



'The abiding memory I'll have is looking in the mirror, seeing that rear wing, and knowing it's my bedroom-wall car'

ASTON·MARTIN·LAGONDA

Brutish 500bhp eight-cylinder is powerful but also cultured

ASTON·MARTIN

Will finds 6.3 V8 gives Virage an 'incredible' wave of torque

towards Marston Moretaine. 'Amazing, isn't it?' says Will excitedly as he feels the car shift its bulk between the apexes. 'When the V8 comes on-cam, you just throw it down the road and it holds it. The ride feels slightly crashy at first, but as with the rest of the car, you need to warm the dampers up before you can get it handling at its best. But it feels so planted on turn-in. The steering is perfect for the car. You know it's not a small sports car, it conveys the car's weight but it's reassuringly solid. There's such incredible grip from the tyres, you get the sense that you'll never approach the limits of its roadholding at legal speeds.'

Will relaxes as he turns the Virage onto the A509, glances in the rear-view mirror and smiles. 'The abiding memory I'm going to have of this day, is looking in the mirror, seeing that rear wing, and knowing it's *this* car,' he says. 'Reading those magazines all those years ago, I never thought I would be in this position. I always thought the biggest impression it would make on me would be the noise it made, but it's that wing, made just for this car. And the brakes. They're like racing car brakes – very firm underfoot, not much pedal movement, but seriously powerful.

1992 Aston Martin Virage 6.3

Engine 6347cc V8, dohc per bank, Weber Alpha electronic fuel injection **Power and Torque** 500bhp @ 6000rpm; 480lb ft @ 5800rpm **Transmission** Five-speed manual, rear-wheel drive **Steering** Power-assisted rack-and-pinion **Suspension** Front: independent, unequal-length double wishbones, coil springs, telescopic dampers, anti-roll bar. Rear: de Dion axle, radius arms, Watt linkage, coil springs, telescopic dampers, anti-roll bar **Brakes** Vented discs front and rear, servo-assisted **Weight** 1969kg **Performance** Top speed: 175mph; 0-60mph: 5.5sec **Fuel consumption** 15mpg **Cost new** £200,000 ***Classic Cars* Price Guide** £31,500-£81,000 (standard Virage 6.3)

'It's also baking in here!' he says, cracking the driver's window open. It's a hot summer's day anyway, but exacerbated in the Virage by the heat soaking into the cabin around the massive transmission bellhousing. 'But now it's fully warmed-up, it shows in the increasing slickness of the gearchange. You can shoot through the gears really quickly now, and that inspires ever-more confidence. Before I arrived today, I told myself not to get carried away with the Virage, drive normally, shift up at 2000rpm. But now I'm pushing it far further than that and telling myself the same thing about 4000rpm. Who knows what plateau will feel normal next? It's absurdly easy to go very fast in it. Although with all the luxury swaddling and refinement, it's not always easy to hear the engine.

'How does it sound from the outside?' he asks, leaving me standing by the roadside as he drops a gear and floors the throttle. I have a think before Will returns from his latest indulgent run. It's an unusual sound for a road car, especially an overtly luxurious one. There isn't even a pretence of the kind of whispering refinement at idle that prompts Rolls-Royce dealers to balance glasses of champagne on the bonnet of

their wares. But at full battle-cry, nor is it the loose, oily blare of an engineering mongrel with an American big-block shoved in the nose. It isn't highly-strung flat-plane-crank stuff either. Rather, it's a cultured yet forceful baritone warble, a solidly sustained note of the sort you might hear coming from a heavyweight GT-racing Aston, even a modern one. It's motorsport engineering with a thick veneer of civility surrounding it. If the Virage 6.3 were a person, it would be a professional rugby prop forced into a tuxedo for an end-of-season awards do.

Will's still enjoying the drive when the curse of summer 2024 strikes. A big, dark raincloud barrels in and coats the roads in slippery water. Will backs off the throttle – regardless of how planted the car feels, there's a lot of power to lose control of – and turns his attention to the Virage's luxuries, finding a remote control hidden in the armrest underneath the Nineties carphone.

'I know it sounds odd, but I really want to hear the stereo,' he says. 'In the road tests they said it was rubbish, that you couldn't hear it over the sound of the engine, and Keith's confirmed it too, but given the level of luxury elsewhere in the car – including a video and TV screen in the back – I want to know what kind of hi-fi was deemed suitable for a car this expensive in 1992.' Sadly, the head unit doesn't seem to want to co-operate, and neither of us have any Super 8 videotapes to hand to test out the pioneering in-car entertainment setup either.

We pull up in the car park of the Swan in Salford, get a coffee and reflect on the appeal of Astons in general and this Virage in particular. Both Will and I are in our forties, and despite the dodgy reputation the early Virages had, they resonate for both of us. We recall the 1:36-scale example in the Maisto Supercar Collection, available through Shell stations in the early Nineties, and the chapter in a Dorling Kindersley children's book on cars which used the Virage to demonstrate how special and different handbuilt cars were. Jeremy Clarkson was always a vocal supporter of the car, and put later Vantage versions on *Top Gear* whenever he could. Question is, is it still in Will's top ten?

'On my list? It's still number one!' he retorts. 'Sadly, there are 100,000-plus reasons why there isn't one in my garage. But I can see myself owning another Aston Martin in future. Probably an early 2000s AMV8 Vantage, which are great value now, and maintain the Aston V8 line. But the Virage 6.3 – and this one specifically – is still the ultimate.'

[*Want a Drive?*]

Classic Cars will make a dream drive happen for one reader in every issue. Send us your list of the ten cars you'd most want to drive and why, along with a CV of the classic cars you've owned to *thelist@classiccarsmagazine.co.uk*. Be prepared for the photoshoot glamour of an early start and a long drive to get there.

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NEXT MONTH
FERRARI 308GT4

WILL PRESLAND'S CAR CV

ROVER P4
'Blame Nick Larkin. His *Popular Classics* article on P4s captured my imagination as an 18-year-old in the Nineties Britpop era. My first car!'

MG MIDGET
'It wasn't long before I replaced the Rover with this. It was more "me", more of a young person's car.'

BMW 320I (E30)
'I didn't realise it at the time, but it was a special model, with M-Technic suspension. It went in the end because I was given a company car.'

PEUGEOT 406 COUPÉ
'A lovely car, but then I turned 25 and could insure more exciting machines!'

PORSCHE 944
'Bought one as soon as I could afford the insurance. Someone drove into it and wrote it off though...'

PORSCHE 944 TURBO
'...so I bought this with the insurance money. The ultimate 944. But then the opportunity to buy a cheap Aston Martin came along.'

ASTON MARTIN DBS V8
'When I was 28, a guy who raced Astons, Bob Scales, had one for sale cheaply. He'd bought it as a parts donor, but the chassis and engine was too good to break. I bought it for £14,950, had it resprayed, took it to Le Mans a few times, then found it wasn't so practical when I had children, so part-exchanged it for a VW Golf.'

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Quentin Willson's hot tips

When history is essential, or isn't

Tempted by cheapening Ferrari 308s? Assess rectification costs with a cool head

Fancy a Ferrari 308GTBi for thirty-six grand? Then form an orderly queue. At the Dore & Rees September auction an inviting 1981 example was hammered away for £36,000 – one of the lowest prices I've seen this year. Not perfect by any means, but this right-hand-drive example came with a recent engine, brake and suspension rebuild, mellowed tan leather interior, 27,000 recorded miles and was just out of 35-year ownership. Unfortunately, there was no service history to support that mileage but nevertheless, even for the less fancied GTBi, this seemed a sensible buy.

But hold on. In May, Iconic Auctioneers sold a properly mint and stunning '81 example with 31,000 miles, full history and three owners, including a prominent Ferrari Owners Club member, for £57,250. I know that's £21k more than the tempting Dore & Rees car, but that one had bubbling on the bottom of doors and front valance, had been converted from fuel injection to carburettors and really needed repainting. You could quickly burn twenty-one grand getting that one up to scratch and still not have a particularly desirable or saleable GTB. A gaping hole in the oh-so-important service history is something that no amount of fettling will erase.

That's the dilemma with cheap-sounding Ferraris. Just one big bill can bring on dire buyer's remorse. But 308GTB prices are easing, with nearly 100 for sale right now. Even that first run of GTBs bodied in vetroresina – that's glassfibre by the way – are coming down from their previous heady heights, with Gooding & Company last year selling a '77 example for £75k. Settle back and watch the market in 2025 and I'm expecting see fine, no-stories, decent-mileage 308GTBis come down to less than £50k.

With specialist labour rates rising and parts getting ever pricier, you need to buy the very best GTB you can find that doesn't need a ton of work. Paying a big lump of extra loot for a similar age and mileage example might sound counter-intuitive, but a properly sorted car with evidence of unstinting maintenance means your ownership should be much less expensive and much more enjoyable. Ferrari 308GTBs are meant for driving, not sitting on a garage ramp in bits.

'With specialist labour rates and parts getting ever pricier, buy the very best GTB you can'

No history file? Sometimes it is worth the risk

Dore & Rees had another supercar surprise in the same sale as the Ferrari. A 1971 Maserati Indy 4.7 with manual transmission. And for a similarly alluring hammer price of £37,000. That's ten grand behind the market for a decent Indy. But this one had enjoyed an 800-hour total restoration in the Nineties – and looked like it. With a beautiful bare-metal repaint that changed it from the original Marrone Brown metallic to Rosso Fuoco Red, perfect panel gaps, lovely original Borrani alloys, shimmering chrome, a super retrim in tan leather and shiny engine compartment, you couldn't fault it.

But like the Ferrari, there was no history. The restoration file had been lost by a previous owner so there was very little paperwork at all. Was it worth the risk? Yes, definitely. The stunning overall condition evidenced that many thousands had clearly been spent and if you contacted the well-known Danish restorer, they might be able to fish out photos and invoices of the original resto. Letters from previous owners would also help start a history file. I sound like I'm contradicting myself – and history on old supercars is vital – but with this Maserati it was so lovely with everything done to perfection, that intrinsically it was well worth the punt.

One of only 364 4.7 V8 Indys built between 1970 and 1975, good for 165mph, with four twin-choke Webers and that gorgeous Vignale-styled side profile, this felt like a heart-stopping opportunity. For a fully restored, front-engined Seventies V8 Maserati with the looks to stop a speeding train, they don't come much cheaper than this.

MORE QUENTIN WILLSON P37

The overlooked alloy XK8 is a hidden gem

I've often wondered why enthusiasts prefer the X100 generation Jaguar XK8 built from 1996 to 2006 to the second-gen X150 alloy version built from 2006 to 2014. Having spent several months with an alloy XKR, including a mad pelt across Italy, I can vouch that it's the radically better car. At Morris Leslie's Errol sale in September, a lovely dark green 2007 alloy 4.2 XKR with a warranted 56,500 miles, 13 stamps in the book – 12 Jag dealer and one independent – made just £6450. That's less than the money some people are paying for the old XKs with bigger mileages and their determination to rust.

Perhaps people think the older XK8 has more classicism and admire the DB7 connection. But the X150 is slinky, refined, much more reliable and – if it's the supercharged R – good for sixty in five seconds and a top speed of 174. A completely new car, its alloy chassis is 30 percent stiffer, the handling sharper, cabin bigger – although the rear seats are useless – and there's a 330-litre cargo area accessed by a lift-up hatch. The XKR is also more fun to drive than a Merc SL63 AMG or BMW M6. And I've hooned around in all three.

In 2007 *Road & Track* magazine called the new XKR the 'Cat's Pyjamas' and a 'serious competitor to the Porsche 911 Carrera S'. That you now can buy a Porsche-baiting, sensible mileage, dealer historied, 170mph GT for less than seven grand is frankly amazing. So, you heard it here first: the alloy Jag XKR is unfairly unregarded because the market doesn't understand how blindingly good it really is. As far as I'm concerned the alloy XK8 is the true successor to the original 1961 E-type.

ASK QUENTIN

Cruising to Goodwood

I need expert advice please. What pre-'66 cars would you recommend for attending the Goodwood Revival in 2025? There will be four of us, so we will need a full four seats. My personal preference would be a convertible. But that is not a must. I have a budget of £30k max. The car must be reliable, be able to keep up with modern day traffic and be in first-class order. Not too much to ask, I hope? Your advice and views would be greatly appreciated.

Jonathan Soar

For four adults to travel comfortably to Goodwood in a pre-1966 motor, I'd go for a Standard Steel Bentley S or Rolls-Royce Silver Cloud. Nice ones are buyable now for £30k. A Jag Mk2 would be a bit cramped in the back, but great value at £25k for a fine 3.8. A Jag MkX would also cut a real dash, likewise a Citroën DS19 or a Bentley MkVI. But you would need a big garage. Convertible-wise, there's not much in your budget range. An early Sixties Ford Zephyr or Zodiac convertible would look good, but wouldn't be very swift compared to modern traffic. Much brisker would be a '64 or '65 Ford Mustang convertible which can carry four in reasonable comfort – I know this because I have one. Around £30k buys a nice example. Good hunting.

Quentin Willson

NOT SURE WHETHER NOW'S THE RIGHT TIME TO BUY, SELL OR HANG ONTO THAT CLASSIC?

Email *classic.cars@bauermedia.co.uk* with **'Ask Quentin'** in the subject line.

What value my low-mileage Mercedes?

I am hoping you might help with a quick query on my 20-year-old Mercedes C320, it's only done circa 36k miles to date. I bought it from the local Merc dealer in 2004. To fund some private healthcare treatment in the US we may need to sell it – but I have no idea what its list value should be in your for-sale adverts. As such, if you guys could provide a broad ballpark resale figure, or a price range, then that would be much appreciated.

Jon De Maria

With such a low mileage and one owner, your C320 is rare. Most Mercs of this vintage have covered lunar mileages. The nearest low miler I could find for sale is a 2003 with 49,000 on Autotrader at £2400, offered privately. That should make yours worth around £3000 to £3500. I noticed from the pics that it needs a valet, there's a slight dent on the front wing and the alloys need sprucing up. Get those jobs done and you should sell easily.

Quentin Willson

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see page 32

Exotica booms in Belgium

Bonhams offers plenty of robust reasons to be cheerful at October Zoute Sale

Could this be evidence the classic car market in Belgium is far stronger than ours? Bonhams' 6 October sale at Knokke-Heist saw a string of impressive results across all classes (take €47k/£39.5k for a Mini Moke) but particularly for sporting exotics. Among the older cars, a 1963 DB4 Vantage took €569k (£476k), which is over our top value for a concours or dealer example. Even further beyond our price guide was a 1966 Lamborghini 400GT at €431k (£360k), while a delicious De Tomaso Mangusta made €299k (£250k), £25k more than we'd say for top condition.

BMW 3.0CSL Batmobiles always catch the eye, especially when they achieve €403k (£337k), £12k more than the *Classic Cars* Price Guide figure. The results became more striking still for Eighties cars: a 1989 Lamborghini Countach 25th Anniversary fetched €529k (£443k), almost twice what we'd expect. A 1992 RWD Diablo also exceeded our top guide figure at €265k (£221k).

Perhaps the most spectacular results were for some 21st-century curios. Take a special 2008 Mercedes McLaren SLR Crown Edition with 54km on the clock that went for €483k (£404k), twice the value of a standard one. Or how about a 2007 Mercedes CLK, one of 80 DTM AMG cabriolets, with 582bhp and 152km from new, changing hands at €541k (£453k)? Yes, these cars wear near-unrepeatable mileages, but for serious rarities, buyers have to be brave or miss out.

De Tomaso Mangusta among sports exotics with rising results

Market indicators *Demand for modern classic German violet and Italian blue, or perhaps a Sixties Ford and Lotus will do*

1968 Ford Escort Twin Cam, £61,600
Dore & Rees, Castle Combe, 21 September
There's some juice left in the classic Ford market after all, even for machines built before the era of whale-tail spoilers and laggy turbochargers. This car's hammer price was a grand more than our top estimate for a concours example and fees took it past £60k, but with a good history – some early rally use – and a just-completed, top-notch restoration, at least two bidders decided it was the one to have.

1995 BMW M3 Convertible, £37,688
CCA, Stoneleigh Park, 28 September
Surely this is an outlier, even in the volatile world of Nineties German performance cars. We have the E36 M3 pegged at £22,500 for a perfect example, £15,000 south of the sum achieved by this convertible. It had lots going for it – manual gearbox, less than 19,000 miles, lovely condition – but it's interesting that the tarty Daytona Violet and off-white leather colour scheme is now seen as a rare and desirable period feature.

1963 Lotus Elite Super 95, £27,000
H&H, IWM Duxford, 9 October
A paltry sum for an Elite, even if this one had lost its original 95bhp engine and reverted to a standard 71bhp Climax FWE. We've seen disappointing results for other early Lotuses too, perhaps because they're so often victim to multiple rebuilds and specification changes, but this one has had just one restoration – in the Eighties – and seems to have covered only 7400 miles in 50 years. A proper Elite for Elan money.

Continental R, T, or 'Soggy Carpets'?

The Bentley Continental R is almost the dictionary definition of 'buy the best you can afford', because a bad one can dent anyone's solvency. As such, many buyers are content to stump up the sums asked by reputable specialists, and cars offered at auction are regarded with suspicion. Hence a gently used, well-serviced Continental R Mulliner sold at Brightwells in September for £33,327. An equivalent car might be £60,000 from a dealer. The same is broadly true for the Continental T and the Azure convertible.

An exception is the 79-unit Continental SC (Sedanca Coupé) made in 1999, with glass lift-out roof panels. It earned the 'Soggy Carpets' nickname for the imperfect sealing. Less important in warmer climates, the $240k (£183k) taken by Bonhams for a 20,000-mile example at the Audrain Concours sale in Rhode Island on 4 October is not abnormal.

Treat on a budget – 1984 Audi Coupé GT, £4050

The following for these non-turbo, non-Quattro Audis isn't huge, and either because of or an effect of that, very few are left – Hampson reckoned there are around 20 on UK roads. More reason to snap up a straight-looking example like this which sold at Hampson's Bolesworth Castle sale on 22 September and enjoy it. Think of it as a Golf GTI without the scene tax, and with a tuneful note from the five-cylinder engine. To anyone who's owned an Eighties Golf or other VW-Audi group product, the dials, switches and door handles are reassuringly familiar, oozing fashionable Teutonic retro appeal.

Its image as a driver's car obviously suffers in comparison to the Quattro, but with 134bhp these Audis are not slow – 0-60mph in 8.6 seconds and 125mph is GTI-adjacent, with a more relaxed cruise on motorways. Only the poorly recovered brown leather seats are a let-down on this one; we'd find an original cloth set and use the Coupé as an excuse to get shot of a modern car.

1949 HRG 1100 Roadster, £29,120
Ewbank's, Surrey, 2 October

It's hard to know what value this represents without understanding more about the car's condition – sold as a non-running project from a deceased estate, it looked not just complete but about ten minutes' work away from a country pub trip Really good HRGs with exciting histories can have six-figure price tags, so while it's rather more than our price guide figure for a rough one, it feels like a bargain.

1988 Fiat X1/9, £12,938
CCA, Stoneleigh Park, 28 September

Another zinger from CCA's notably successful sale at the end of September, this infant Ferrari provided yet more evidence of the mystical powers of a low odometer reading. Showing just 14,172 miles, this figure was supported by service records going back to the car's purchase. As a very late example of Fiat's mid-engined two-seater, it featured polka-dot blue cloth seats to top off the Eighties appeal.

PRICE GUIDE MOVERS

▲ On the up

Pockets of growth are mainly among modern classics and the rarely traded

Make and Model	Year	Concours	Mint	Good	Rough	% up
Alpine-Renault GTA	85-91	16,000	12,000	6500	2750	+25%
Alpine-Renault GTA Turbo	85-91	18,500	14,000	8000	3400	+25%
BMW 2002/Touring	68-75	20,000	15,000	6750	2750	+5.6%
BMW 3 Series sal (E30)	82-91	8750	6000	2650	1200	+4.8%
Datsun 240K Skyline	73-81	20,000	15,000	8000	4250	+4.4%
De Tomaso Mangusta	67-72	250,000	185,000	140,000	110,000	+8.8%
Ferrari 400/400i/412i manual	76-89	52,500	42,000	27,000	17,000	+4.5%
Ford Cortina MkIII	70-76	10,500	7500	3600	1500	+5.5%
Ford Cortina MkIII GT/GXL	71-76	12,000	8500	4200	1900	+4.9%
Ford Cortina MkIII 2000E	73-76	12,500	9000	4500	2000	+5.1%
Ford Capri 3000GT	70-74	27,500	18,500	10,000	4750	+10%
Ford Sierra XR4i	83-85	11,000	8000	3200	1500	+4.1%
Lancia Beta Coupé Volumex	83-84	11,000	7750	3500	1500	+10%
Mercedes-Benz 280SE 3.5 coupé	69-71	100,000	75,000	39,500	25,000	+6.5%
Mercedes-Benz 500/560SEL sal	80-91	13,000	8000	3900	1200	+6.8%
Rochdale GT	57-61	14,000	9000	4500	2500	+58%
Rochdale Olympic	60-73	11,750	8000	4500	2750	+6.6%
Rover 75 V8	04-05	9500	7000	4500	3000	+6.3%
Subaru SVX	91-97	7500	5000	2000	1000	+4.1%
Triumph TR8	78-81	14,000	9000	5000	2500	+7.7%
Triumph TR8 convertible	80-81	15,000	10,000	6000	2850	+7.1%
Triumph Dolomite Sprint	73-81	16,500	11,000	4000	2000	+10%
Triumph Acclaim	81-84	2000	1250	625	350	+7.0%
Volkswagen Karmann-Ghia con	58-74	27,500	17,500	8500	4500	+7.0%
Volkswagen Scirocco MkI	74-81	13,000	8500	3950	1800	+4.9%
Volvo 240 sal/est	79-93	8500	5600	2500	950	+9.6%

▼ On the Slide

The older traditional sporting Brits continue to slip from their pedestal

Make and Model	Year	Concours	Mint	Good	Rough	% dn
Alvis TE/TF21	63-67	39,000	28,500	17,500	10,000	-6.9%
Aston Martin DB2/4 con	53-57	280,000	210,000	155,000	97,500	-3.9%
Aston Martin DB6	65-70	255,000	205,000	150,000	100,000	-3.2%
Aston Martin DB6 Vantage	66-69	335,000	265,000	185,000	130,000	-7.1%
Austin Mini Moke	64-85	23,000	15,000	7500	4250	-4.2%
Bentley 3-litre Tourer	22-25	375,000	265,000	190,000	127,500	-4.3%
Bentley 4.5-litre Tourer	27-31	875,000	675,000	500,000	365,000	-3.1%
Bentley 6.5-litre Speed Six	28-30	1.9m	1.6m	1.3m	1.1m	-5.0%
Bentley 8-litre	29-31	1.3m	975,000	675,000	475,000	-4.8%
Bentley R-type saloon	52-55	42,500	29,500	16,500	8000	-4.0%
Bentley R-type Continental	52-55	700,000	560,000	440,000	300,000	-8.0%
Ferrari 166MM Barchetta	48-50	3.4m	3m	2.8m	2.6m	-3.3%
Ferrari 250 Europa SI/SII	53-55	1.3m	1.15m	1.05m	975,0000	-3.7%
Ferrari 250GT PF coupé	58-62	400,000	310,000	230,000	150,000	-4.4%
Frazer Nash Le Mans Replica	48-52	550,000	475,000	395,000	325,000	-4.1%
Honda S800 coupé	66-70	24,000	17,500	11,000	5500	-6.8%
Iso Rivolta	62-70	80,000	60,000	40,000	30,000	-5.1%
Jaguar XK120 alloy roadster	49-50	200,000	165,000	130,000	100,000	-7.0%
Jaguar XK150S 3.4 roadster	58-60	140,000	95,000	70,000	52,000	-3.5%
Jaguar XK150S 3.4 fhc	58-60	90,000	65,000	45,000	35,000	-3.1%
Jaguar XK150S 3.4 dhc	58-60	122,000	87,500	62,500	44,000	-3.5%
Jaguar XK150S 3.8 roadster	59-60	188,000	145,000	115,000	82,500	-4.3%
Jaguar XK150S 3.8 fhc	59-60	102,000	75,000	52,500	42,000	-4.7%
Jaguar XK150S 3.8 dhc	59-60	160,000	120,000	90,000	65,000	-3.3%
Jeep Cherokee	92-01	12,000	7500	2800	800	-5.7%
Lotus Elite	57-63	80,000	64,000	45,000	27,000	-5.9%
Lotus Seven SII	60-68	34,000	22,000	15,000	9000	-5.1%
Lotus Super Seven 1.3-1.6	61-69	35,000	25,000	16,000	11,000	-4.9%
Maserati Ghibli Spyder	69-71	550,000	495,000	425,000	350,000	-6.3%
Maserati Ghibli SS Spyder	71-72	625,000	550,000	475,000	400,000	-3.8%
MGC GT	67-69	23,000	15,500	8000	3650	-3.6%
MGB GT V8 chrome	73-74	25,000	16,500	7950	3850	-3.1%
Morgan Plus 8	68-72	46,500	31,000	20,000	14,000	-4.9%
Morgan Plus 8	73-86	40,000	28,000	17,500	12,000	-3.5%
Morgan Plus 8 injection	84-04	35,000	26,500	16,500	10,750	-3.0%
Opel Monza coupé	78-87	12,500	8250	3600	1600	-3.2%
Porsche 911 2.0	64-65	175,000	135,000	100,000	65,000	-11%
Rolls-Royce Silver Dawn sal	49-55	42,500	29,500	16,000	8000	-4.0%
Singer SM Roadster 4AD	51-55	13,750	9000	4900	3850	-3.2%
Sunbeam Alpine convertible	53-55	46,500	32,000	18,500	9750	-4.5%
Sunbeam Alpine II sports	61-63	13,000	9500	4400	1750	-5.4%
Sunbeam Alpine III sports	63-64	16,000	10,500	5250	2200	-3.0%
Sunbeam Alpine V sports	65-68	19,500	12,500	6500	2750	-4.1%
TVR 3000M/Taimar	72-79	21,000	15,750	9500	6000	-3.3%
TVR 3000S convertible	78-79	26,500	17,500	11,000	7000	-3.3%
TVR V8S	91-94	15,000	11,000	8000	6000	-5.3%
Volkswagen Karmann-Ghia cpé	55-74	21,000	14,000	6000	2750	-4.5%

Honda's home-market secret

Lightweight and rare-groove NSX could could sell for quadruple standard model

Values of Honda's NSX have never quite reflected the efforts the company put into developing this everyday supercar, nor the respect with which it's viewed. Take Gordon Murray, whose regard for the model was quoted in a Japanese publication in 2016, 'The moment I drove the Honda NSX, all the benchmark cars – Ferrari, Porsche, Lamborghini – I had been using as references in the development of my car vanished from my mind. Of course, the car we would create, the McLaren F1, needed to be faster than the NSX, but the Honda's ride quality and handling would become our new design target.'

Not a bad claim to fame, and one backed up by Murray's long-term ownership of an NSX. Yet a typical NSX in nice condition struggles to break £50,000 at auction, especially with an automatic gearbox. A mystifying number of NSXs were optioned with a self-shifter, which for such a famed drivers' car is baffling. But you won't find that transmission in a Type R NSX (NSX-R).

This was a track-focused lightweight special, pared down to as little as 1230kg if the customer didn't mind dispensing with sound deadening material. There were carbon-kevlar seats, lightly skinned in foam and Alcantara, the latter extending to the dash where it was usually optioned with contrasting stitching, giving a huge lift over the standard car's acreage of plain black plastic. While there was no stated power hike, the engine for the NSX-R was described as 'blueprinted and balanced', presumably with even greater precision than Honda's usual approach.

Stiffer springs, and firmer damping and suspension bushes gave the NSX-R a track-ready poise at the expense of some ride comfort, but just as importantly, Honda played with the handling balance. The standard car is stiffer at the rear than the front, promoting an oversteer characteristic than makes it lively and challenging through corners at road-legal speeds, but for the NSX-R, the front anti-roll bar was increased in stiffness to exceed that of the rear, providing the stability for cornering at

three-figure race track speeds. None of these exciting machines was ever sold outside Japan, so all 483 built between 1992 and 1996 have become icons of the JDM scene.

This one was ordered by a British banker working in Tokyo, who specified the unusual Charlotte Pearl Green over a black Alcantara interior. The roof is also body colour, unlike the normal NSX look of an all-black cabin exterior, that reflects the designer's F-16 fighter jet inspiration. Almost all NSX-Rs were white but the special-order seven-spoke alloys are the only places that colour appears on this example. This 1994 car returned with its owner to the UK in 1998, finding its current custodian in 2011. Estimated at £230k-£290k at RM Sotheby's London sale on 2 November, this is consistent with international NSX-R results: $368k (£281k) for a white car at Broad Arrow's Monterey Jet Centre sale earlier this year; a startling $632k (£483k) for a 7000km example at the same sale a year before; one in Japan in 2019 at £248k. With the Type R, the NSX finally gets the adulation it's surely owed.

Rare specification, rare colour, rare chance to buy

Nigel Boothman's market analysis

Jaguar XKSS could make £10m

Reportedly the first XKSS offered at auction in Europe set

As we went to press, the classic car world waited with keen interest on the fate of a 1957 Jaguar XKSS at RM Sotheby's London sale on 2 November. Only a couple have been offered anywhere in recent times, with one car failing to sell at Amelia Island in 2017 on an estimate of $13m-$16m (£10m-£12.3m) and another going for $13.2m (£10.1m) at Monterey in 2023. The car pictured is estimated at £9m-£11m.

The XKSS was famously created as a way to sell off D-types and unfinished chassis after a rule change forced the model's withdrawal from competition. This car is one of only two XKSSs to carry a D-type chassis number, originally completed as a short-nosed model in 1955, eventually selling to a keen hill-climber who returned it to the factory in 1958 for conversion to XKSS specification. The next owner sent it back to Jaguar in 1960 to be upgraded from 3.4-litres to 3.8-litres. It will be fascinating to see whether this much-storied car adds confidence to the top end of the market – after all, it could hardly be more tempting for a serious collector.

UPCOMING SALES

NOVEMBER

Sat 23, Munich. RM Sotheby's at Motorworld Munich. *rmsothebys.com*

Sat 30-Wed 4 Dec, Leominster, Herefordshire. Brightwells Classic Cars Online. *brightwells.com*

DECEMBER

Sun 1 Dec, Abu Dhabi. Bonhams' On The Grid auction, Yas Marina Circuit. *bonhamscars.com*

Sun 1, Paris, France. Aguttes Autumn Sale. *aguttes.com*

Sun 1, Dubai. RM Sotheby's at The Pavilion, Emirates Golf Club. *rmsothebys.com*

Mon-Thu 2-5, Modern Classics – Retro-Sect. Brightwells Classic Cars Online. *brightwells.com*

Wed 4, Collector's Cars, Dore & Rees, Bradford-on-Avon, UK. *doreandrees.com*

Thu-Sat 5-7 Kansas City, Missouri, USA. Mecum Auctions. *mecum.com*

Sat 7, Newcastle Upon Tyne. WB & Sons, The Auction House, Killingworth. *wbandsons.com*

Sat 7, Warwickshire. Classic Car Auctions Christmas Classic Car Sale. Warwickshire Event Centre, Leamington Spa. *classiccarauctions.co.uk*

Sat-Sun 7-8, Cheshire. Manor Park Classics' sale, Runcorn. *manorparkclassics.com*

Thu 12, London. Bonhams' Bond Street Sale, New Bond Street. *bonhamscars.com*

Sat 14, Hampshire. Barons Auctions, Unit 6, Harbour Close, Southampton. *barons-auctions.com*

Forecourt view

It's interesting to dig into what makes modern classics sell well, beyond good, un-mucked-about-with condition, says Fraser Smith of Historics Auctioneers. 'Mileage seems incredibly important – perhaps more than it should be, with cars that can swallow normal use so easily. If a client called me up about an E-type, I wouldn't care about the mileage, but if someone calls about a Sierra Cosworth, it's the first thing I ask. A regular example might be £30,000 to £50,000, but to push up to £60,000 or beyond, it needs an eye-catching mileage. An RS500 with low miles can top £100k. Lotus Carltons are doing incredibly well; we've sold three, at £85,000, £107,000 and £111,000, and the best of those had covered just 17,000 miles. In our next sale on 23 November, we have a Mercedes SL60 AMG with 38,000 on the clock, which will be estimated around £50,000-£60,000.'

IN THE TRADE

CLASSIC
CAR AUCTIONS
By ICONIC AUCTIONEERS

CCA ABSORBED BY ICONIC

October 2024 saw the end of a near ten-year independence for Classic Car Auctions (CCA), spun off from Silverstone Auctions – now known as Iconic Auctioneers – to specialise in 'everyman classics'. Acquired by Iconic to run as one company, the CCA website will redirect people to Iconic's own site. However, separate auctions will still take place, branded as The Classic Sales by Iconic Auctioneers. The first is on Saturday 7 December at the Warwickshire Event Centre.

NEW AC ACES COMING TO MARKET

AC Cars has announced a new AC Ace, bodied in carbonfibre and powered by Ford Ecoboost 2.3-litre engines. Two versions will be known as the Ace-Bristol Classic – seen on the left with the older shape and deeper grille – and the Ace Classic. Based on a tubular steel chassis, there is enough modern componentry to allow safe exploitation of the engine's 300bhp – four times what the original AC-engined Ace made. Good for 0-60mph in 4.6 seconds, prices start at £175,000.

BROAD ARROW OPENS AT BICESTER HERITAGE

Broad Arrow, the auction house founded in 2021 by collector car industry luminaries and now owned by Hagerty, is opening a UK headquarters at Bicester Heritage in Oxfordshire. This joins American and German locations and will display cars for auction and for private sale. Broad Arrow opened with a special display at the autumn Scramble event, showing a Frazer Nash Targa Florio with impressive Le Mans history and the Alvis '200 Miles' racing car. There is no date yet for a UK auction sale, but several cars are offered privately, including the Frazer Nash.

‘Bel Can-do’

In November 2022 we introduced the Bel Canto. Instantly making haute horology accessible. This subtly chiming timepiece caused a cacophony. And enormous demand. (The first 600 sold out in 8 hours.) Asked could we produce 5,000 annually, our Swiss CEO Jorg Bader Snr replied: “No. But we’ll find a way.” Because that is our way. Today, our supply chain is as fit for purpose as the gear chain of the new Bel Canto Classic. Which features a dressed-up dial. A dialled-down handset. And a gorgeous guilloché finish, with a precision only achievable (and affordable) using a femto laser. Outward displays, we like to think, of inward grace.

(Bel Can-)Do your research

Christopher Ward

christopherward.com

Raining champions celebrate

Landmark racers and Surtees tribute help Goodwood Revival triumph

Amid biblical downpours and muddy conditions more redolent of Glastonbury than Goodwood, this year's Revival delivered spectacular racing action. An extensive tribute to the career of John Surtees collected a vast array of his cars and motorcycles, reflecting his roles as rider, driver and team owner, while on the track, single-seaters marked significant achievements.

Alfa Romeo Giulietta SV

Racing at Goodwood for the first time since 1959, this works-prepared lightweight racer was possibly the only Alfa Romeo to have been track-tested by Jim Clark. 'In period it raced over Europe, including on the Coppa Europa, with Richard Shepherd-Barron,' said owner Andrew Lawley. 'He knew Clark when he raced with the Border Reivers team, and this car was tested by Clark at the Charterhall circuit near Edinburgh. Clark arrived there in his Lotus Elite when Border Reivers was running a test session. Shepherd-Barron had been invited too, and Clark took the opportunity to compare the Giulietta to the Elite.

'It's an unusual car – its Sprint Veloce lightweight specification was retrofitted by Shepherd-Barron in 1959 with the full backing of Alfa Romeo itself, and a works technical crew supported the car in European races. After its frontline racing career, it did some hillclimbs before ending up in a Dutch collection. We bought it 12 years ago, but have only done two events in it.'

The only Alfa to be track-tested by Jim Clark?

Gilby Type B1

This unique Formula One car made its return to Goodwood for the first time in 60 years. 'On its debut here in 1962, Bruce McLaren broke the lap record in this car – but he wasn't racing it,' owner Kyle Tilley explained. 'Gilby was created by engineers Keith Green and Ian Raby, for Keith to go racing. Along with Keith's brother Sid, they

Heavy rain plagued the Revival, but drivers battled on

built two cars – this and a sports-racer – but when they arrived at Goodwood on test day, Bruce McLaren was here, took an interest in the car and a test drive, and in doing so broke the lap record!

'Keith Green was not as competitive as McLaren, but stayed in F1 until 1964 with this car, managing the odd third or fourth place, tending to qualify around tenth. He then sold it to a sand racer in Jersey who fitted a Buick V8. It then went into an Italian collection, the owner of which did a few races in Italy, but it hasn't competed since 2007.

'It was a bare chassis this time last week. The restoration was finished at 1am on Thursday morning,' Tilley said on the Saturday.

Vanguard RA4 Grand Prix

Already an internet sensation, this pioneering Auto Union-inspired mid-engined Formula Once car made its European racing debut at Goodwood. 'It was one of five cars built by Hec Green and Jack Brewer in Christchurch, New Zealand,' said driver Ian Jones. 'Conceived in 1949, it repurposed a lot of aircraft parts because of lack of materials post-World War Two. The front suspension used Auto Union-style trailing arms, controlled by rubber shock cords on a system of pulleys and levers to steer. The rear suspension used dampers from P40 Kittyhawk tail wheels acting on a low-pivot swing-axle. It was the first car built to F1 regulations with a rear-engined layout.

356A was the 427 Cobra creator's racer

McLaren set impromptu period lap record in Gilby

Secret groundbreaker: Vanguard RA4

'The name reflects the fact it used a modified Standard Vanguard engine, with a supercharger made from an aircraft cabin air blower giving up to 16lb of boost and 200bhp! It ran on methanol, featuring a three-speed sequential transaxle gearbox of Green and Brewer's own design.

'It entered several non-championship Lady Wigram Trophy races, finishing first in 1951, before winning the 1952 New Zealand Beach Racing Championship. It was still racing in 1961, but was abandoned for years. Green and Brewer were on a tight budget, and couldn't afford to take it out of New Zealand. It was based on a Ferdinand Porsche Auto Union design they got out of the Ministry of Defence in 1947, and in predating Cooper with the mid-engined layout, should be regarded as a groundbreaker. This is its first time out in 60 years.'

Porsche 356A

Fresh from restoration, this Porsche lived a colourful life on track and road. 'The first owner, Charlie Beidler, was the president of Porsche US when he bought it, and he hillclimbed it from new and drove it to Aspen on holiday with his five kids,' said Max Minshull, racing in the Fordwater Trophy. 'It also did four or five SCCA races, but as a pushrod-engined coupé it wasn't competitive, so Beidler concentrated on hillclimbing, winning the Pennsylvania championship three times. We restored it last year. This is its first time back in Europe since 1957.

'From 1965-68, Beidler was Carroll Shelby's sales representative, a job this car helped him get. He had to delay his job interview to do an SCCA race, and when he called back, Shelby told him he'd got the position – he needed a racing driver who could teach prospective buyers how to handle a GT350 or a Cobra.

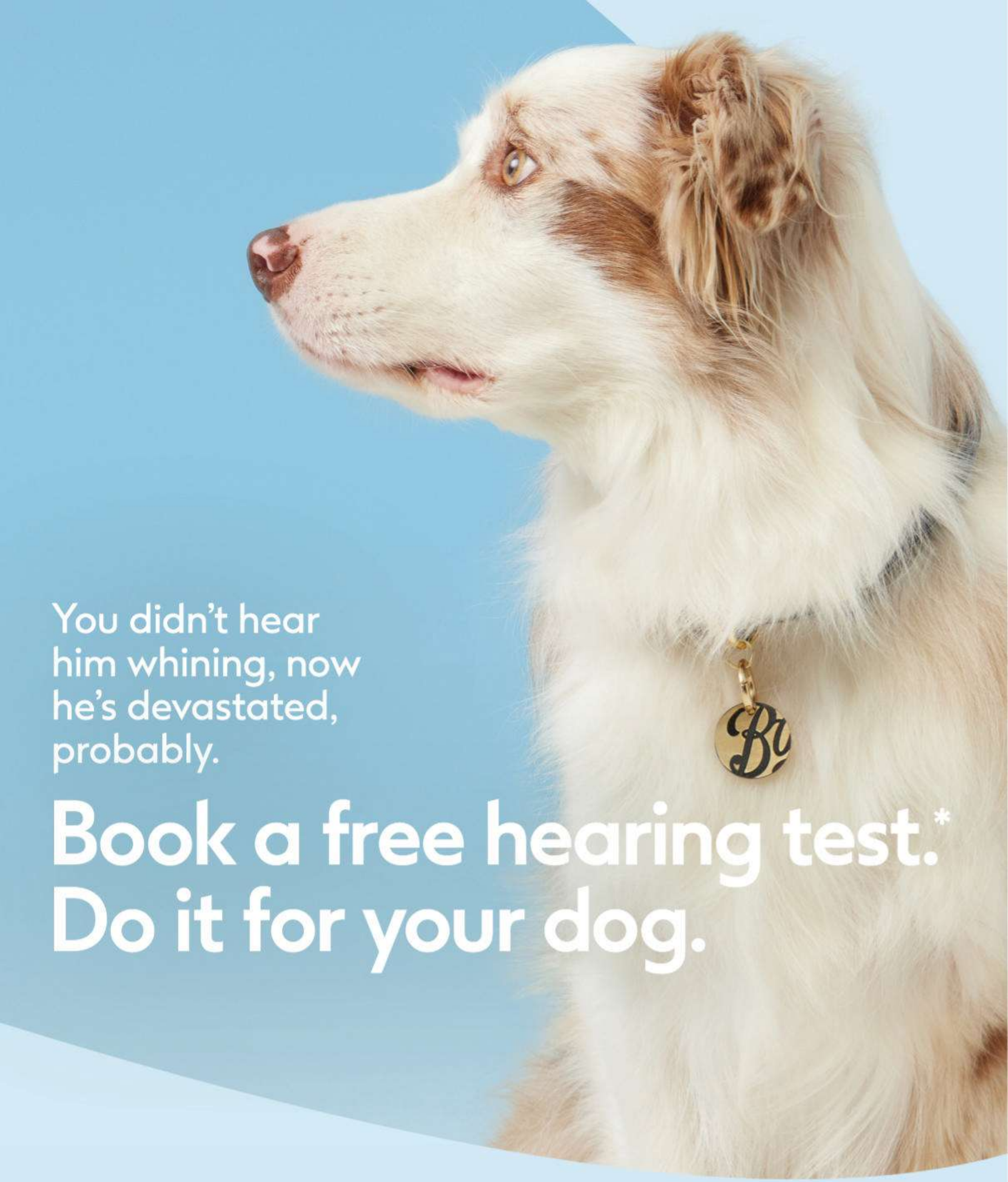
'It was Beidler's idea to go ahead with Cobra 427 production. After homologation was refused and the GT40 succeeded the Cobra, Beidler reasoned to Shelby the design shouldn't go to waste and could be reworked as the ultimate road car instead.'

Lotus 32

This championship-winning Lotus F2 car was making an accidental Goodwood debut. 'We had to get it ready at the last minute – I was supposed to bring a Lotus 25 but it had chassis problems,' said Mark Quelch of Hasu Racing.

'This is chassis four of 12 Type 32s built by Team Lotus for F2 in 1964, developed from the Type 27 Formula Junior car. It was one of four run by Ron Harris Team Lotus, whose drivers that year were Jim Clark and Mike Spence. This was Spence's car – he won the class at the Aintree 200, and came fourth in the Oulton Park Gold Cup, en route to the 1964 British F2 Championship win' – beating Clark, Jackie Stewart, Denny Hulme, Jack Brabham and Jochen Rindt.

Spence beat multiple F1 champions in this Lotus 32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Grindrod navigated this Astra to success in Scotland

History made at Castle Combe

More than four decades on, the track played host to the Castle Combe Stage Rally

After Castle Combe's plans for a two-day rally show fell through, Bath Motor Club chairman – and Per Eklund's former navigator – Dave Whittock sprang into action. In the place of a demonstration event, the Castle Combe Stage Rally brought timed rallying back to the Wiltshire circuit for the first time since the RAC Rally visited in 1983. 'As a tarmac stage, Combe was one of the few on the RAC which suited the two-wheel drive Toyota Celica TC Turbo during the Group B era,' said Whittock of the car he navigated back then. Nowadays the Group B ban still stands for competitive events, but the event still drew in some impressive classic entries.

Vauxhall Astra GSi

'This was a front-running works-backed car when it was new, and this is its first event in at least 20 years,' said engineer David John of his Vauxhall Astra GSi. 'It was driven by John Cressey, who was very competitive in it, especially when navigated by Ian Grindrod on the Tour of Mull.' On the car's penultimate event, the 2003 Tour, Cressey and Grindrod brought the car home second in class and eighth overall, beating WRC-specification Subaru Imprezas and Mitsubishi Evos in the process despite the car being five years old. Its best result was third outright and first in class on the 2001 event, beaten only by a Subaru Impreza and a Ford Escort RS Cosworth.

'I've been restoring it for two years, and did a mad attack on it over the last two weeks to finish it for this event,' said John. 'It was a dog when I got it – as a gravel-spec car used in forests, the floors were all battered and rusty. But it was an interesting specification when it was new. A Group A car rather than Group N like most Astras, with a Harry Hockley-built bodyshell and Proflex suspension designed by single-seater specialist Pilbeam, with three-way adjustable damping – slow, fast and rebound. It wasn't a specification Vauxhall would give to privateers.

'Originally it was white, as per Vauxhall's livery in the Nineties, but I painted it orange – all my rally cars have been.'

Works-spec Evo is an intriguing mystery

High-flying 911 resto united two historic racers

Mitsubishi Evo VI GSR/RS

Rallying in the UK for the first time, this Mitsubishi's mysterious specification has owner Dave Boden wondering about its origins. 'As we understand it, it's a standard Evo VI GSR bodyshell, but when new it was converted to RS specification, including running gear, roll cage, five-speed Sport gearbox, big Brembo brakes, and suspension – parts that were only available to the works team at the time. So whoever built this car did so with Mitsubishi's blessing. Interestingly though, despite spending its life in Ireland, it has always rallied with a British number plate – T30 EVO.

'I've had the car since 2019. I'd been rallying a Ford Sierra Cosworth, but that was so battered it was almost down to bare metal! I wanted to rally something newer, so a guy I trust tracked the Mitsubishi down in Ireland, where it had been contesting a tarmac championship, and I bought it sight unseen. It's taken a long time to get it ready – it's gone through four engines in testing.'

Porsche 911 Group 4

Taking on its first UK rally, this recently-restored Porsche 911 has unusual parentage. 'It's a 1972 car, the bodyshell of which is a genuine works-supplied Group 4 item originally supplied to a race team in the US, presumably as a spare, but which was never used,' said Richard Williams of Porsche specialist Williams Crawford. 'I bought it years ago, but decided to get it restored and running as a lockdown project.'

Finding genuine Group 4 911 running gear was a challenge though. 'A contact of mine had a track-day 911 fitted with Group 4 parts taken from an endurance-racing car that had been run in the Czech Republic by a team called Kumiega Racing. It was too extreme to use on the road, so I converted his car back to standard road specification and in return I got the suspension, brakes and other parts that I needed to complete this car, which runs a Carrera 3.2 engine. Restoration was completed in 2023 and I've rallied it in Spain and France, and competed in one hillclimb and one sprint in the UK, but this is its first rally.'

RS1600 was Jochi Kleint's first works car

Rallying back to Shropshire

Historic Rally Festival visits gravel-spraying action on a new set of stages for 2024

Fast becoming a regular autumn fixture for Telford and its surrounding area, the Historic Rally Festival moved on from its established base of Weston Park for 2024. With its service park at the University of Wolverhampton, gravel stages clustered around the Apley Park and Willey estates, and Louise Aitken-Walker in the commentary box, the result was a weekend that brought Seventies and Eighties machinery to the fore.

Ford Escort RS1600

Visiting the UK for the first time, this Escort was driven when new by Jochi Kleint, who battled Walter Röhrl at Pikes Peak in the Group B era.

'Kleint drove this car on the Vorderpfälze Rally in Germany in 1971 at the beginning of his career,' said driver Tanja Zingelmann-Hartjer. 'His brother Ernie built him a rally Ford Capri, which attracted Röhrl's attention – Hamburg-based Kleint Racing would go on to supply Capri RS2600s for Röhrl's team on the Olympic Rally.

'In 1971, this Dagenham-built Group 4 Escort could be rented from Ford UK for single drives, the bodywork left white so different liveries could be put on it. Roger Clark drove it before Kleint during this time.' Navigated by Jochen Berger, Kleint finished sixth overall and third in class on the Vorderpfälze, although ultimately his works career would be with VW and Opel.

'After its time as a rally hire car, it went to Greece, where it's recently been restored,' said Zingelmann-Hartjer. 'When it came back to Germany, Kleint insisted on a test drive before I brought it here, to make sure the restoration had been done properly. I was in the navigator's seat for that one – it was quite something!'

Lancia Delta Integrale

This unique Lancia was rallying in the UK for the first time after a protracted 15-year restoration. 'It's a works-specification car, with original running gear, gearbox, and differentials sourced from Integrale specialist Walkers,' said driver Ellis Mendelson. 'Walkers bought Carlos Sainz's 1993-season Integrale, but only ran it on gravel rallies, so the previous owner persuaded them to sell him all his tarmac-stage parts. He then incorporated them into this bodyshell – the only Group A example to be finished in blue rather than white or red – but he never rallied it.

'I bought it, finished the build, have done the Hoznayo Rally in Spain, and a show at Lydden Hill, but this is its first British rally. However, it won't be in this specification for long. I have sourced a genuine Jolly Club Integrale bodyshell – the works-backed team Sainz drove for in 1993 – and the next stage will reunite the 1993 works parts in this car with a genuine 'shell from the same World Rally Championship campaign.'

Vauxhall Nova SR

Although nominally a Group A car, this Vauxhall – making its rally debut – was in even rarer spec than usual. 'The rare base road car was owned by a boy-racer in Bradford' said engineer Darren Roberts. 'After buying it, we were on eBay looking for rally parts and found a genuine unused period rallycross conversion kit! Long Lane Garage fitted it, having to cut the steel wings away, and rivet and bond it to the structure.

'It's so rare we moulded replica parts from it so we could make spares in case it gets damaged. Nominally it's in Group A spec – SPD engine internals and Jenvey throttle bodies, 179bhp at the wheels – but thanks to the rallycross parts, it runs as a Special. Its suspension is bespoke, using extended arms and Proflex spring/damper units.'

Integrale packs Sainz tarmac-stage parts

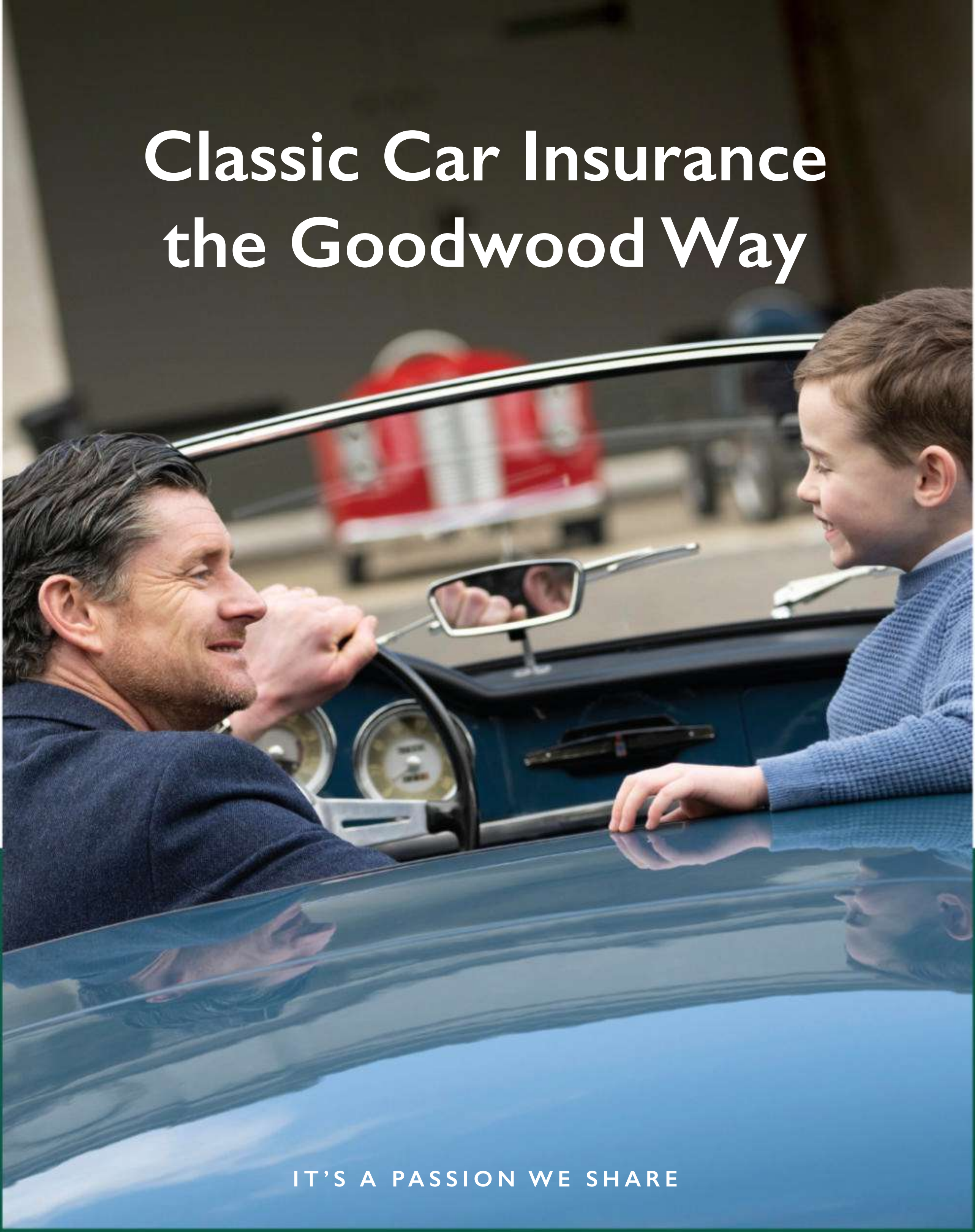
Nova's rare panels moulded for spares

Rupert Keegan, 1955-2024

Rupert Keegan, the Formula One driver once regarded as the heir to James Hunt, has died aged 69.

Having rapidly risen through the single-seater ranks in the early Seventies, backed by sponsorship from his father's company, British Air Ferries, Keegan took Hunt's vacated seat at Hesketh for the 1977 season. However, this proved fruitless, and followed by a similarly uncompetitive Surtees drive in 1978, led Keegan to the British F1 Championship with RAM Racing. Driving an Arrows A1, Keegan won the 15-round championship at the height of its competitiveness, although RAM and Keegan found themselves uncompetitive when the team tackled the 1980 and 1981 World Championships.

Keegan then switched to sports car racing at the dawn of the Group C era. Driving for John Fitzpatrick, his best results were fifth at the 1983 Le Mans 24 Hours, and three podium finishes in the 1984 World Sports Car Championship.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Bruno Sacco, 1933-2024

Bruno Sacco, the designer who shaped countless Mercedes cars, has died aged 90

Sacco took the established route for Italian car designers of his generation, studying Mechanical Engineering at Turin Polytechnic before applying to the Torinese design houses – in Sacco's case Pininfarina and Ghia. Initially joining Ghia in 1955 as a prototype modeller, Sacco was persuaded to join Friedrich Geiger's new Mercedes-Benz styling department by Karl Wilfert, who visited him in Turin in 1957. Sacco arrived at Sindelfingen as part of the same intake as Paul Bracq, who Wilfert had brought in from France. Only intending to spend a brief spell at Mercedes, Sacco soon met Annemarie Ibe, married, had a family and became a naturalised German citizen by 1959.

He worked under Geiger on the 'Pagoda' SL and 600, before taking the design lead on the dramatic gullwing-doored C111 supercar project, which raised his profile as a stylist with multiple revisions at motor shows, and the bestselling W123 saloon range.

Sacco succeeded Geiger as chief engineer of the design department in 1975, introducing the second generation of S-Class in both saloon and coupé form from 1979.

The self-proclaimed aesthete either designed or oversaw the styling of every Mercedes launched throughout the Seventies, Eighties and Nineties, finally retiring in 1999. Under him, and following a precedent set by his C111, the design department became unashamedly experimental, breaking away from Mercedes' conservative past to explore sectors as diverse as compact MPVs and small sports cars. Dramatic concept vehicles such as the half-motorcycle F300 Life Jet and the scissor-doored, joystick-controlled F200 Imagination finally gave the marque a sense of fun, while Sacco's experiments led to new cars like the SLK and A-Class of the Nineties.

The car Sacco was always proudest of was the modernising 190E (W201) that took the brand toe-to-toe with the BMW 3 Series in the Eighties. But his favourite was the 560SEC – an example of which he kept and maintained for the rest of his life.

Mercedes 560SEC was Sacco's favourite design

Generations of Mercedes were shaped by Sacco

Bruno Sacco leaves behind a celebrated legacy

EVENTS PLANNER

Festive car meets take us through the winter in classic style

November

22-24 Motors & Masterpieces, Melbourne Showgrounds, Victoria, Australia
motorsandmasterpieces.com

23-24 Rally Anglo-Caledonian, Carlisle, Cumbria to Lockerbie, Dumfries & Galloway
racrmc.org

24 'Normous Newark Autojumble, Newark Showground, Nottinghamshire
newarkautojumble.co.uk

December

7 Christmas Car Meet, Great Northern Classics, Derby
carevents.com

15 Festive Four-Wheelers, Bicester Heritage, Oxfordshire
bicesterheritage.co.uk

28 Almost New Year Great British Car Meet, Great British Car Journey, Ambergate, Derbyshire
greatbritishcarjourney.com

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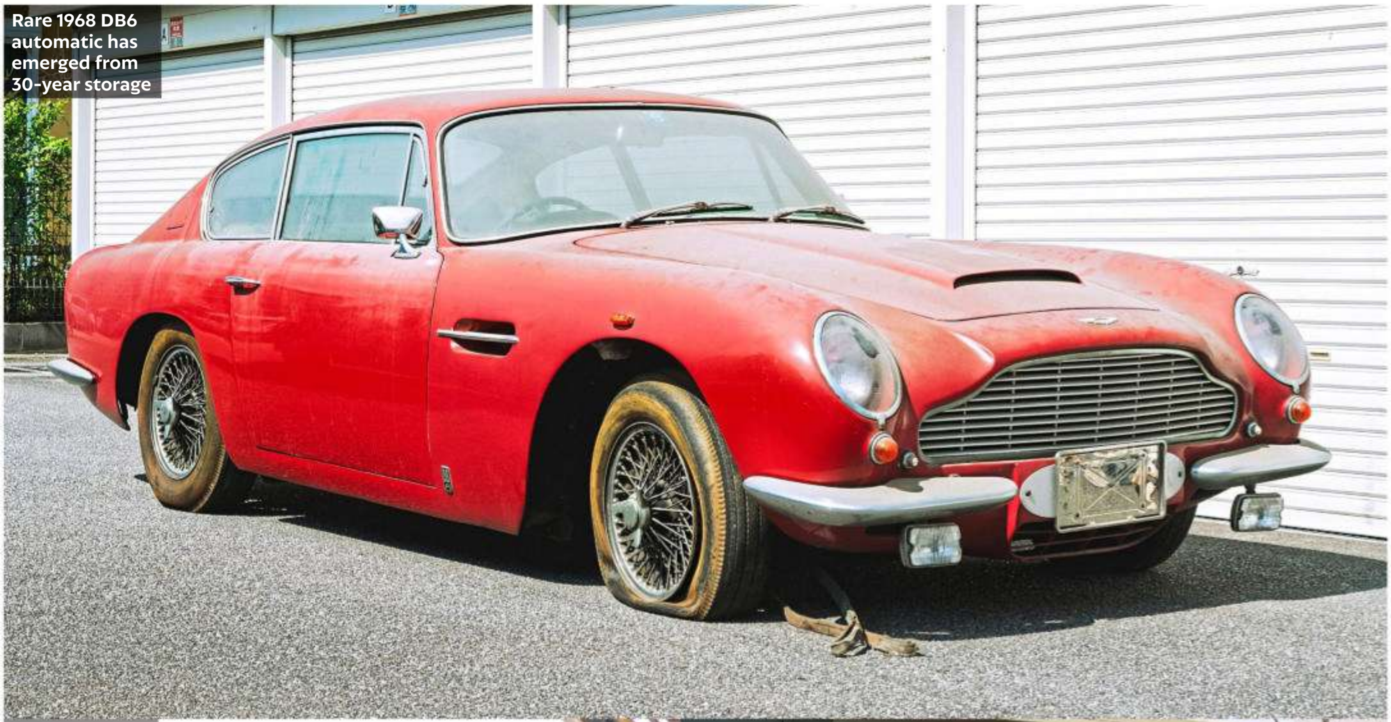
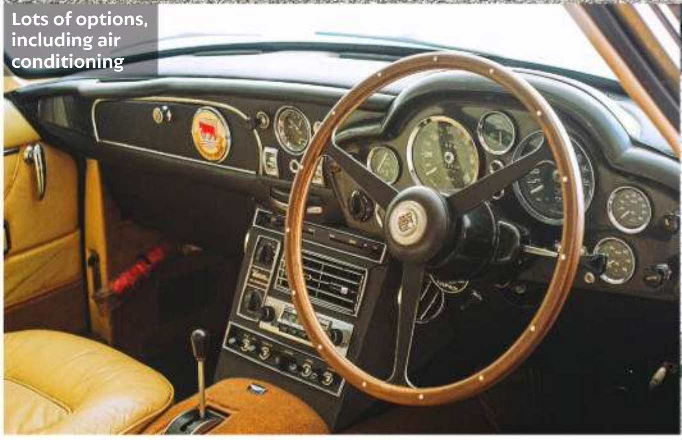
Barn finds


Rare 1968 DB6 automatic has emerged from 30-year storage


Lots of options, including air conditioning

Would original Sable brown be more seemly?

DB6 in hiding from earthquake

Nicely specified Sixties Aston Martin surfaces after safety-enforced slumber

There are various reasons for taking cars off the road, and in the life of the Barn Finds pages in this magazine we have come across most of them. Never before, though, have we heard of a car whose owner stored it away in response to an earthquake. At least, that appears to be the cause of this car's 30-year storage in a lock-up in urban Japan. It seems likely it was the disastrous quake near Kobe in 1995 that persuaded the owner to hide the car away. This was the deadliest earthquake in Japan at any time in the 20th century, so perhaps storage in a single-storey lock-up seemed safer than in a basement garage under a building.

By that time, this 1968 Aston Martin DB6 automatic had been painted red, replacing its original shade of Sable brown while retaining the Champagne-coloured Connolly hide within. Originally optioned with a heated rear screen, a power aerial and Coolaire air conditioning, all these features remain on what seems to be a well-preserved, original car. Nonetheless, it's described by RM Sotheby's as a restoration project, and will need patient recommissioning, if not more. RMS was offering this car at its London sale after we went to press, estimated at £100k-£150k. In addition to the sale price, there would be import duties and VAT payable if the car remains in the UK; it's recently been shipped home after originally departing for Japan in 1984.

This is a DB6 MkI, easily distinguished from the MkII by the lack of flared wheelarch lips. It's fitted with a km/h speedometer – perhaps required on importation, 40 years ago – which shows a mileage of 12,114, a plausible reflection of weekend use for the ten years before it was laid up. There is an unbranded MW/LW radio and an Aston Martin Owners Club Japan badge on the dash. Screwed to the glovebox lid is a large enamel badge of the crest and slogan of the city of Oxford. Nothing about the interior looks to be damaged and much of it requires no more than a clean. Will the next owner stick with the red paint or go back to the correct Sable?

DB6 values are stable enough, with projects often fetching sums that make little sense when the restoration costs are added on. Automatic transmission limits the car's desirability but the apparent originality, solidity and that unique back story may make up for the three-speed Borg Warner.

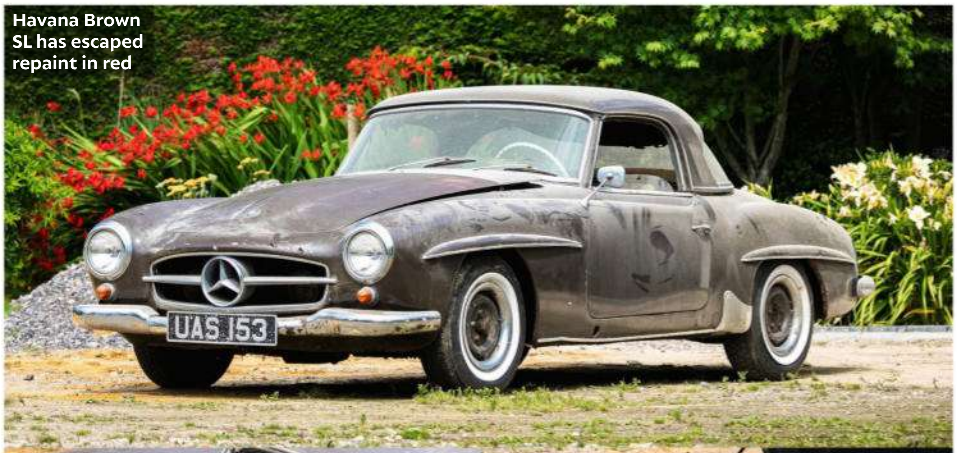
SEND US YOUR BARN FINDS - BEST ONE WINS £100

Mercedes 190SL – parked not painted

This 1961 Mercedes 190SL was an American-market car specified in the unusual colour of Havana Brown with a dark brown leather interior. It remained in the USA for much of its life, coming to the UK in 2003 and joining its next ownership in 2009, when it was still a runner – just. It seems to have failed an MoT the following year, probably thanks to developing rust, and was then put away as part of an impressive collection of Mercedes cars of this period. Classic car specialist Arwel Richards of CCA consigned the car to its Stoneleigh sale in September and explains the story.

'My vendor loves a red SL. We've sold him a red 300SL Gullwing and a red 280SL Pagoda but this rather scruffy Havana Brown 190SL was just too original to colour change. The panel gaps and door shuts were superb, so after it sitting for some 15 years, and attracting a mouse that took a fancy to the gearlever, we were delighted that it found a new home when it sold. Hopefully it will be restored to original colours; there are plenty of silver and white cars out there.'

The car made £37,125, which leaves decent headroom to make improvements, if not enough to cover a nut-and-bolt job within the 190SL's finished value.


Havana Brown SL has escaped repaint in red

Originality extends to the brown interior

Sat for 15 years, but now has a new home

Essex Austins unloved for years

Pretty Seven Box saloon

Ten's engine sadly AWOL

Light 12/6 Ascot's engine sent away

Vintage Seven RK has storied background

Ten Cambridge dates from 1937

Pre-war Austins nesting together

An eclectic collection of cars and vans has emerged as an estate sale in Essex, including five small and medium-sized Austin saloons from the Thirties. In ascending order of size, they comprise a 1930 Austin Seven RK saloon, a 1934 Seven Box Saloon, a 1932 Ten, a 1937 Ten Cambridge and a 1935 Light 12/6 Ascot saloon. Sadly, the latter is missing its engine, which was sent away some ten years ago to be stripped down. Indeed, all these cars have been inactive for at least ten years because of the late owner's illness, and were stored in brick-built barns and garages.

Of the two smallest, the RK saloon, falls into the Vintage era by a few months and should attract much interest, because it's an unusually unspoilt example and was featured in Rinsey Mills' book *Original Austin Seven*. Like the 12/6 Ascot, the older Austin Ten is also missing its engine, removed for work that was never completed, while the younger one with the six-light body should need nothing more than recommissioning. All were offered by ACA in King's Lynn at no reserve at the 2 November sale, shortly after we went to press.

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The February issue of *Classic Cars* will be unsettling

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DISRUPTORS

The cars that properly upended their market segments

PLUS Boat-hauling, Europe-trotting life story of a BMW 3.0CSi ● **Street-legal Porsche 917 tested on road and track** ● We put a reader in his dream Ferrari 308 ● **Big restoration of a tiny Mini Moke** ● Hot Renault Clios supertest ● **How to buy Fiat's original 124 Spider**

Contents may change but will still be great

Citroën back on form

LETTER OF THE MONTH Keith Adams' article on the Citroën C6 (The Last Goddess, October 2024) provoked some nostalgic motor show memories. After the Nineties offerings from Citroën with the AX, Xantia and Saxo with free insurance and £99 per month PCP deals, the C6 brought back my respect for a brand that I really held in high esteem, having grown up with the CX, BX and DS.

It was at the London Motor Show at the London ExCel exhibition centre in 2006 when I first came across the C6. I was representing Škoda UK and went on the trade and press day to showcase our range. I took time out to look around what the other manufacturers were promoting and the C6 was a revelation. The styling, that glorious interior and back-to-basics quirky features that made the brand famous from the Fifties to the late Eighties. I was smitten, it was the car of the show for me. I kept that quiet to my colleagues from VW!

Neill Richards

They're better used

Couldn't help but chuckle when I read that Chris Michael used his beloved Fulvia for 'trips to the dump' (The List, December 2024). My equally loved Fulvia was used in similar fashion. Looking at pictures now makes me thankful I made it to the tip without being criticised. A pal had an Alfa GTV, with roof bars for his decorating ladders!

Best used, I think!

Simon Dodds

Style that saved money

I have been reading the November edition of *Classic Cars*, in particular the article on the Neale brothers, designers of the Jensen 541 and the Consul Capri.

I am lucky enough to be friends with Peter Neale, (a fellow Jensen 541 owner) and briefly met his father, Eric, in 1991. In addition, I spoke at length to Colin Neale about ten years ago: I tried the rather obvious step of looking up his number in the Detroit phone directory and within minutes I was chatting to him in the Detroit suburbs! I can confirm that he was very proud of the Capri.

He confided that the bosses loved his backwards sloping glass in the Consul Classic because it let them use flat glass and save a fortune! Although the Ford styling of the time was the work of his team, the inspiration to give the Consul Capri a bubble roof was entirely his own and explains his fondness for the model.

Stephen Carter, Editor, Jensen Owners' Club magazine

Your dream was built

Chris Michael dreams of a DBS with four doors (The List, December 2024). Seven such cars were built, far classier than the wedge Lagonda. It was William Towns' original design that was cut down to make that awkwardly-proportioned coupé.

There used to be one lurking in Old Portsmouth back in the Eighties – a car worth looking out for!

Maurice Hardy

Designs but no drawings

It was interesting to hear that Paul Banham (Interview, October 2024) did not have any particular drawings for his designs. I have had a Ferrari 400GT Banham conversion that I have been doing up for around four years after it was left in a barn for over a decade.

The car is more of a preservation than a restoration, and I did notice that its removable insert at the front and fold down rear section is very similar to the early Jaguar XJ-S design. I know Paul also converted Jaguars which probably explains why.

Glenn Morrow

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QUENTIN WILLSON

Quentin Willson had a 10-year stint presenting the BBC's *Top Gear*, has bought and sold countless cars and has cemented a reputation as everyone's favourite motoring pundit.

There's a clear trend for classics appealing to older generations losing value while the best examples of moderns continue to power ahead

CCA's end of September sale was an enthusiasts' Nirvana. If you had a spare ten grand there was an amazingly affordable cornucopia of classics. How about a 1964 Ford Cortina 1200 Deluxe with 30,000 believed-genuine miles, two owners – the last for 53 years – in faded but very solid and original condition for £2925? Yep, that's not a misprint. Garage-find MkI Cortinas usually make more than three grand. Or a very bright, rust-free, ex-South Africa, 1959 Zephyr MkII in nice nick for £3600?

A charming 1936 Austin Seven Opal two-seat Tourer, fully restored with lots of history, made just £5625. These cute Thirties convertibles used to be £15k. I didn't think £15,750 was expensive for a time capsule 1969 VW Beetle with 26,000 miles, single-family ownership and lots of history. Find another in as unspoilt, low-mileage and original state.

Nor was £6750 for an older restoration, but fetching-looking, 1953 Singer 4AD Roadster out of 19-year ownership. A recent engine rebuild, new radiator and mohair hood must have cost at least four grand, making this car cracking value. Another bargain was a light-blue 1971 Triumph 2.5-litre PI manual overdrive in smart original condition, one owner from new and clearly endlessly prized, selling for just £5400. Just £9563 for a 1970 MGC GT in desirable Primrose with black leather and 77,000 recorded miles was seven grand behind what MGC GTs usually make.

> **'There's a clear demographic shift, with some older-generation classics easing significantly'**

One big surprise was a lovely 1923 boat-tailed Morris Cowley Sport two-seater, an older restoration, owned since 1971, VCC eligible, and one of only 107 ever built – it made just £6188. For a such a handsome, sweet running and driving example of the forerunner of the first MG, this was a steal. I also thought £8437 was very sensible money for a shiny LHD 1967 Citroën DS19 out of 12-year ownership with 70,000 miles recorded and good history.

There's a clear demographic shift going on with some older-generation classics easing significantly in value. Cars that are more demanding to drive and a challenge in modern traffic are losing their lustre as the number of enthusiasts who understand and grew up with them declines. Moderns fared much better at CCA with a fine one-owner Audi RS4 Avant with 66,000 miles and a long history making a solid £27,281 and a 1990 E30 BMW 320i convertible, again a one-owner car, but with 121,000 miles, making an impressive £10,688.

A stunning Daytona Violet 1995 E36 BMW M3 convertible with 19,000 miles and 15-year ownership made £37,688. And a 1992 Sapphire RS Cosworth with 90,000 miles and a 32-year history made a respectable £29,250. A 1996 Honda NSX Targa 3.0-litre in purple with the registration 32 NSX, 106,000 miles and comprehensive history, made £45,000.

While the UK economy feels like it's going into yet another swallow dive – not helped by the new Government's relentless prophecies of financial doom – there are still buyers of older classics who recognise good old-fashioned value when they see it. There are also buyers of moderns still prepared to pay good money for condition, provenance, low ownership and warranted mileages. Against such an uncertain political and financial horizon, CCA did well to sell so many lots. And buyers brave enough to have bid and won will be rubbing their eyes in disbelief at how well they've bought. Fortune favours the bold.

Quentin Willson

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When manufacturers dare reprise great car names of the past for new models, they really should be a little more choosy about how appropriate they are

ALEX RILEY

Alex landed his first television job in 1998, working behind the scenes on *Top Gear*. He's made several classic car TV series since, and currently writes and presents *The Car Years* on ITV4.

PHOTO: JOHN LAKEY

The island of Capri banned day-trippers recently because of a water shortage. An aqueduct stopped ducting aqua, and water had to be shipped in on tankers just to keep residents and hotel guests hydrated.

Strangely, Ford kept very quiet while this Capri-based drama was unfolding, in spite of trying to launch a car called Capri at the time. Given the avalanche of vitriol directed at Ford for resurrecting the hallowed Capri name, it could've scored a PR coup by towing water tanks down to the island behind a fleet of new Capris.

Back in 1969, Capri was the picturesque Mediterranean playground of Hollywood stars like Sophia Loren, Clark Gable and, well, Gracie Fields. But any perceived glamour that rubbed off on the Ford Capri quickly faded and soon Capri just meant Ford's affordable coupé. The same happened with the name Cortina, an attempt to borrow some of the glamour of the upmarket Italian ski resort. The word soon lost its power and Cortina became shorthand for ubiquitous three-box saloon.

Using aspirational places for car names isn't just a Ford tactic. Vauxhall tried it with its Viva HC-based coupé, the Firenza, which I realised only recently references *Firenze*, the word Italians use for Florence.

Lancia didn't use Italian place names, but the Appia, Fulvia, Flavia and Flaminia were named after Roman roads. Its other cars usually used letters of the Greek alphabet, though so far it has avoided 'Alpha' – a Lancia Alpha would be too confusing. The only non-Italian location used is Montecarlo for the mid-engined Lancia Beta, to remind people that Lancia's other mid-engined car, the Stratos, kept winning the Monte-Carlo Rally.

Motorsport references work especially well with cars like the Fraser Nash Le Mans Replica and Aston Martin Ulster, because the road cars were so closely related to the successful racers.

Most people expected the 1968 Ferrari 275GTB replacement to be called Daytona after Ferrari's dominant victory in the 1967 24hr race. When it was actually named 365GTB/4 it made no difference, everyone – except Ferrari – called it Daytona anyway.

Ferrari made several cars in the Fifties and Sixties aimed specifically at American buyers, hence America, Superamerica and California. Austin copied, naming the US-spec 1100 the Austin America. The idea for Renault's Dauphine-based coupé and convertible was cooked up at a meeting of American Renault distributors in Florida. In tribute, the resulting car was called Floride, the French word for Florida. But the same distributors were frightened the name would hamper sales in the other 49 states, so Renault renamed it Caravelle after the aircraft.

The new Capri isn't the first time Ford has recycled the name, but no-one complained back in 1969. Its predecessor, the Consul Capri, launched in 1961, and was an attractive coupé version of the Consul Classic with its backwards-sloping rear window. That Capri was a flop, lasting only three years, but it was a coupé.

And that's the problem. Whatever you think of the Capri, it was always a coupé, a more stylish but still reasonably practical alternative to the Cortina. By calling a five-door electric SUV 'Capri,' the name becomes meaningless. If Ford wanted a familiar name from the back catalogue, then it should've called it the Cortina. Or maybe Sierra because it's a hatch. But we shouldn't be surprised – after all, Ford already sells a five-door electric SUV called Mustang.

'By using the Capri name on a five-door electric SUV, Ford has made the name meaningless'

Alex Riley

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TOP 50 DESIGN CLASSICS

What makes a great car? There is no easy answer, but design plays a significant role. We celebrate our pick of the brightest and best of a very special breed Words RICHARD HESELTINE

Designer cars. The spectrum is a broad one, that's for sure. Gathered here are 50 landmark designs chosen by the *Classic Cars* team. They encompass cars that were defined by how they looked, how they were packaged or by how they uprooted goalposts, broke moulds and pushed envelopes in their market segment; perhaps even by how they redefined marque perceptions. They may seem disparate but each brought something to the table, every last one being exceptional in their own way.

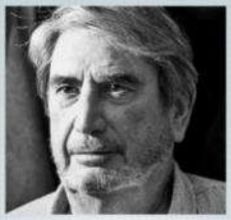
It isn't all exotica, either. Some were mass-produced and became street furniture. Of course, we don't expect you to agree with our choices. But before the Oft-Disgusted of Tunbridge Wells uncorks their vial of vitriol, wondering why, say, the Datsun Cedric was overlooked, we have attempted to justify our picks with a little help from designers of note. Be sure to tell us if you agree.

Our focus group of styling savants

MATTHEW HUMPHRIES
Former Morgan chief designer, AeroMax & 3 Wheeler stylist

JOHN HEFFERNAN
Aston Virage and Bentley Continental R designer

STEPHEN HARPER
MGF and Ford Escort RS Cosworth designer



KEITH HELFET
Ex-Jaguar principal stylist, created the XJ220, XK180 and F-type Concept

ENRICO FUMIA
Alfa Romeo 164 and 916-series GTV/Spider designer

Mercedes-Benz SL 'Pagoda'

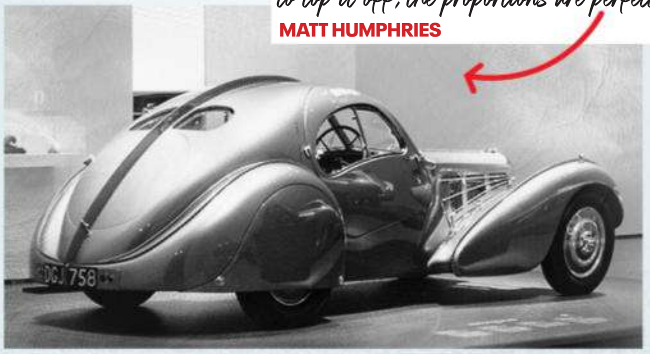
While perhaps not a brilliant driver's car, the W113-series Mercedes SL was much better than preconceptions might have you believe. However, that wasn't where the appeal lay. The SL in any of its various forms married glamour with peerless build quality. Syled by Paul Bracq, the car's signature feature was the gently inwardly-sloping roof (hence the 'Pagoda roof' moniker), the irony being that some SLs were sold with only a convertible top. Egregiously expensive when new (a 280SL was more than double the price of a Jaguar E-type in the UK after taxes), the Beautiful People flocked to them.

DESIGNERS' CHOICE

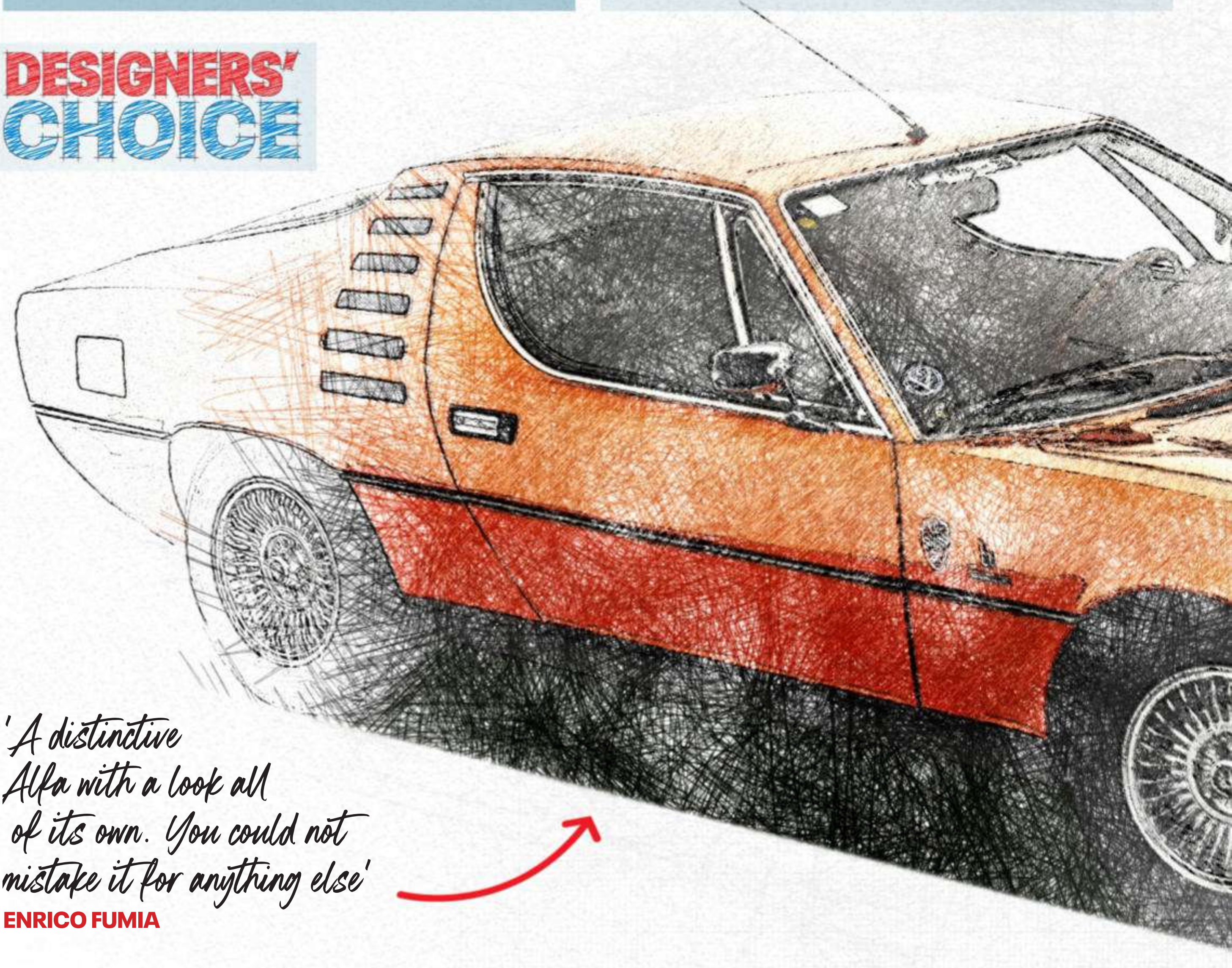
Bugatti Type 57SC Atlantic

The Type 57 Bugatti emerged at the 1934 Paris Motor Show. This wasn't Ettore Bugatti's first attempt at a pure road car – witness the voluptuous Type 55 and that great white elephant, the Royale, that preceded it – but this was every inch the supreme Grande Routière of its generation; a *pur sang* (pure blood) machine with all that entails. The factory ultimately offered five 'standard' outlines, the uber-exotic Atlantic coupé appearing like it had come off the set of Fritz Lang's *Metropolis*. It remains a masterpiece where beauty is more than skin deep.

> 'Vintage Bugattis are masters in form and function. Every single detail was considered in terms of engineering and aesthetics. Here, the curved door tops and cabin have an aircraft-like quality and, to top it off, the proportions are perfect'
>
> **MATT HUMPHRIES**



DESIGNERS' CHOICE



> 'A distinctive Alfa with a look all of its own. You could not mistake it for anything else'
>
> **ENRICO FUMIA**

Ford Mustang

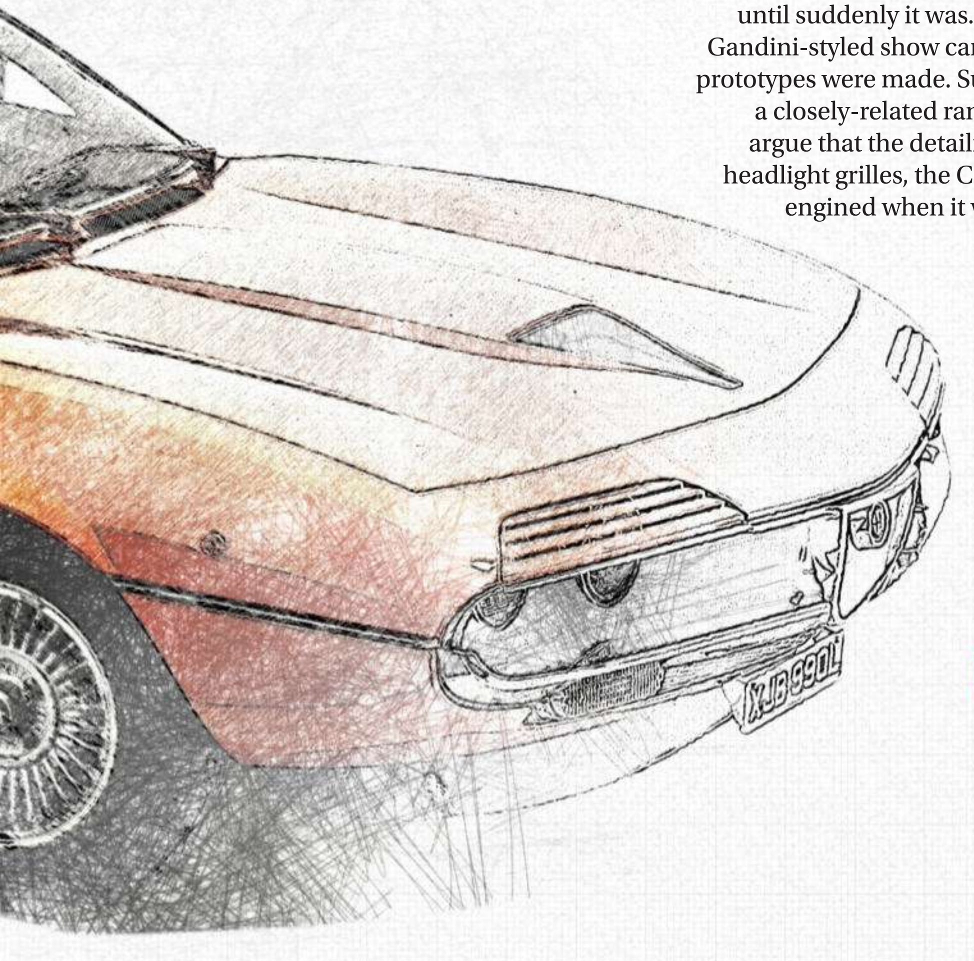
The Ford Mustang proved an instant hit on its introduction in 1964. Ford's Lee Iacocca identified a large, enthusiastic pool of buyers who wanted their cars to be exciting *and* practical, and who were influenced by European design. Accordingly, Ford designers Gale Halderman and Philip T Clark transformed Falcon fundamentals into a stylish, appealing car that was tantalisingly within reach. There was nothing new about building a coupé on saloon underpinnings, but the Mustang was significant in that it was available in seemingly endless permutations, from six-cylinder suburban cruisers to brawny weekend racers.

Ferrari 275GTB

For a car that is widely touted as being a landmark Ferrari, a degree of mystery surrounds the origins of the 275GTB. It was the last production Ferrari designed without input from Fiat with production commencing in late 1964. With its epically long nose, dramatically arced roofline and cropped tail, it was a Jet-Set GT like no other – but it was only decades later that the identity of its designer emerged. It had previously been posited that it was Pininfarina's Francesco Salomone. However, it has since emerged that much of the outline was created on the quiet by Ferrari's own Edmondo Casoli.

Alfa Romeo Montreal

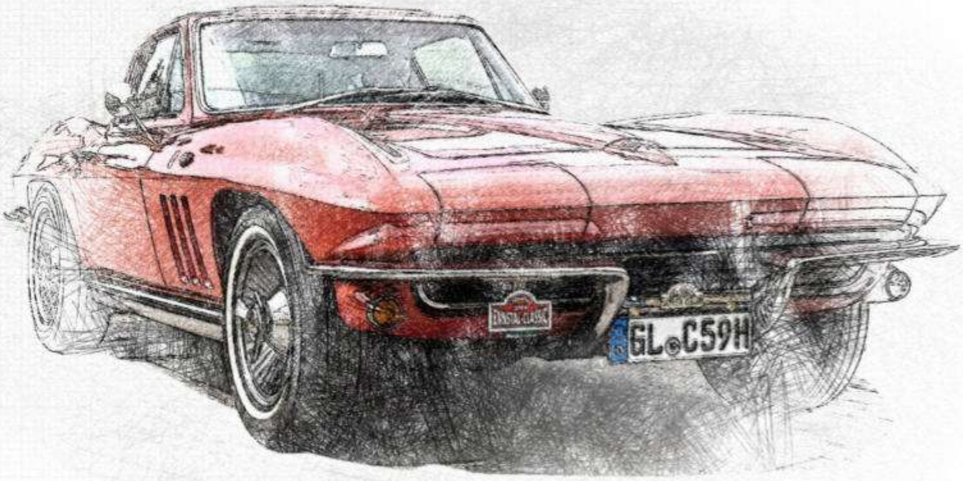
This quad-cam V8-engined GT wasn't a great car, but its flaws reinforced the positives. It wasn't mooted as a production car, either, until suddenly it was. The Montreal was derived from a Marcello Gandini-styled show car built for the Expo 67 event in Canada; two prototypes were made. Such was the reaction to this striking design, a closely-related range-topper came on line in 1970. You could argue that the detailing was fussy – the retractable 'flaky pastry' headlight grilles, the C-pillar vents that suggested that it was mid-engined when it wasn't – but so what? The Montreal exuded Seventies soft-focus glamour.



'A Gandini classic. A design very much of its time, but I love the vents in the C-pillars'

MATTHEW HUMPHRIES

'Bill Mitchell's designs inspired to me to take up industrial design at college'
JOHN HEFFERNAN

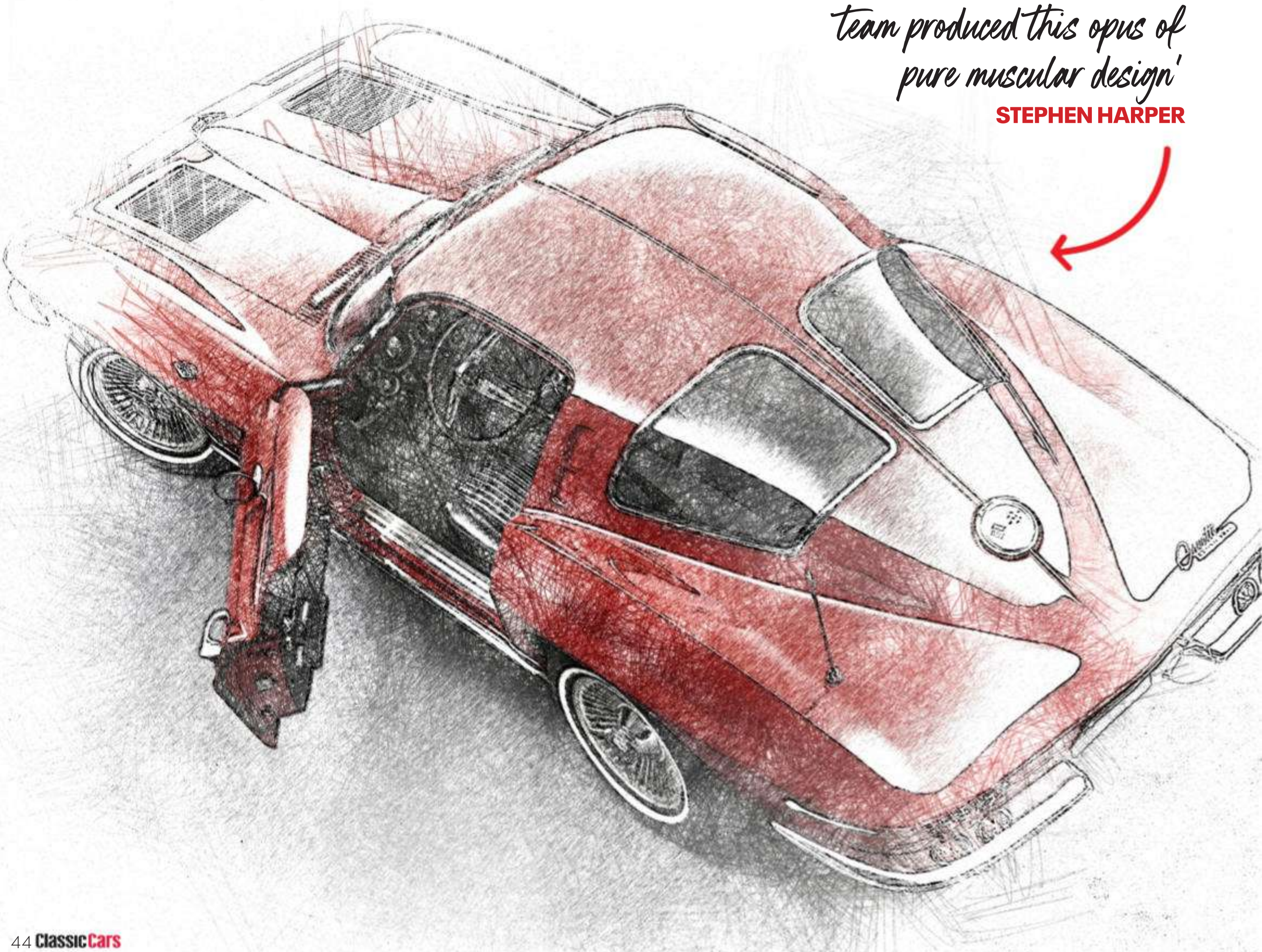


DESIGNERS' CHOICE

Chevrolet Corvette Sting Ray

The Corvette in any of its many flavours has been around since 1953 but none have ever matched the 1963 edition for styling flair. Borrowing cues from the 1959 Stingray racer-cum-show car, the coupé edition in particular is memorable for its famously split rear window. Among those credited for the outline include such luminaries as Peter Brock and Larry Shinoda, and the sense of theatre was mirrored inside; the dashboard design in particular always raises a smile. Inanimate objects cannot exude charisma but this one comes achingly close. Its impact on the Corvette line is still being felt.

'Among all of the fins and chrome, Bill Mitchell's team produced this opus of pure muscular design'
STEPHEN HARPER



Lotus Elite

It seems incredible in retrospect that Lotus – a marque that started out with an Austin Seven special less than a decade earlier – produced something so daringly left-field as the Elite. Here was a car that comprised a glassfibre monocoque, which was highly unorthodox in 1957, and it was powered by an engine rooted in a portable, high-capacity water pump unit used in firefighting. Not only that, it was styled by an *accountant*, Peter Kirwin-Taylor's design (with a few tweaks by others) recording a drag coefficient of just 0.29cd. The only fly in the ointment was that it almost bankrupted Lotus.

Fiat Panda

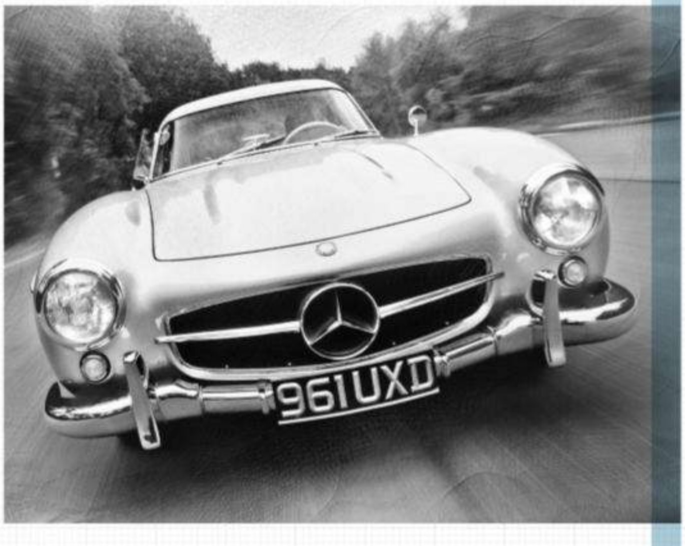
Giorgetto Giugiaro began work on a project codenamed Rustica in the summer of 1976. The Italdesign boss presented a schematic interior mock-up and preliminary body sketches three months later. They looked remarkably close to what ultimately emerged as the Panda. Less obvious to the eye were his efforts to reduce the number of body components and therefore assembly work. Launched at the 1980 Geneva Motor Show, the Panda was widely lauded with Giugiaro claiming the prestigious *Compasso d'Oro* for industrial design. Thanks to constant upgrades and clever marketing, the original Panda soldiered on until September 2003. Some 4,491,000 were made.

BMW CS/CSL (E9)

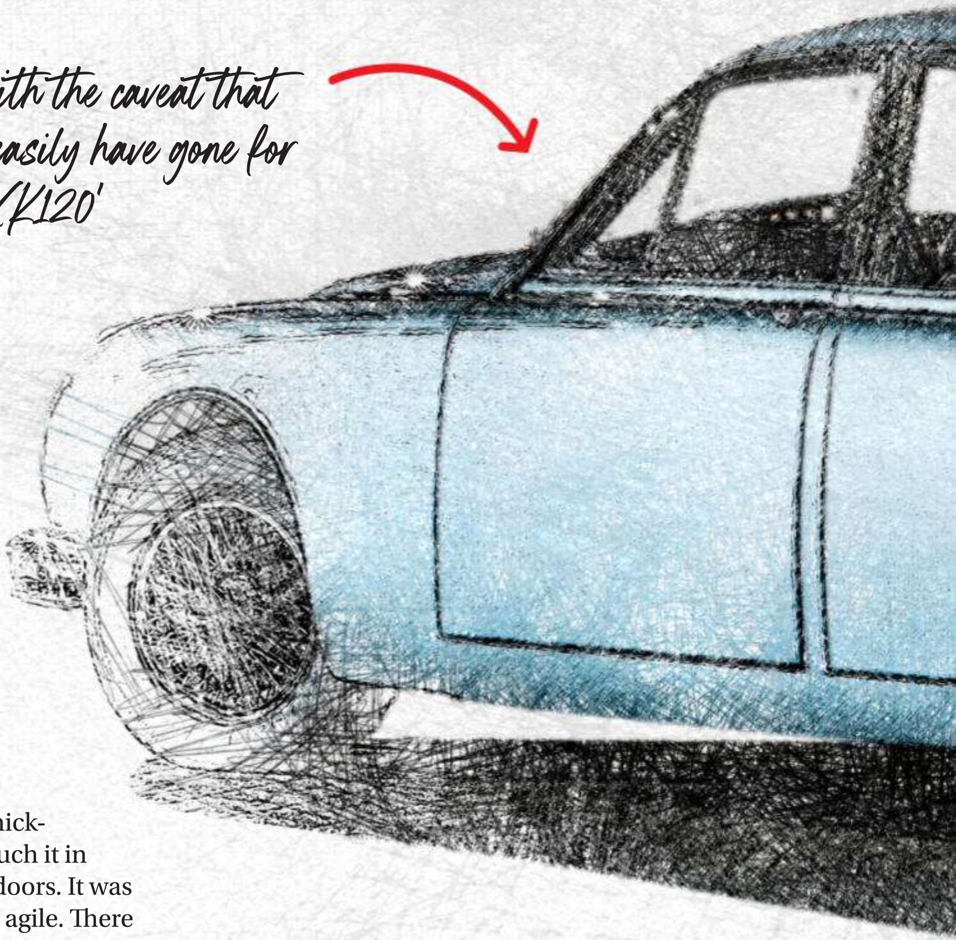
The catch-all tag of E9 Coupé covers a range of handsome machines which began in 1968 with the 2800CS. It was one of the most graceful cars of the period, not least because of its low beltline. That, and the spindly pillars and expansive glasshouse. Then there was the 3.0CSL homologation special which, by means of denuding it of bumpers while adding spoilers and other aero-influenced addenda, fundamentally changed its character stylistically. The Wilhelm Hoffmeister-penned outline, which borrowed a little from prior Giugiaro and Giovanni Michelotti offerings for BMW, now appeared ultra-aggressive and all the better for it.

Mercedes 300SL 'Gullwing'

The ungainly 'W194' Mercedes 300SL racer that won the 24 Hours of Le Mans in 1952 morphed into a handsome road car in time for the 1954 International Motor Sports Show in New York. The headlights were repositioned, the grille cavity widened and capped with chrome, 'sweep spears' added above the wheelarches and more besides. The design continued to be tweaked thereafter, and in short order, with Friedrich Geiger being responsible for much of this time-defying outline, under the watchful gaze of Walter Häcker. Even now, few cars can draw a crowd quite like those doors opening skywards.



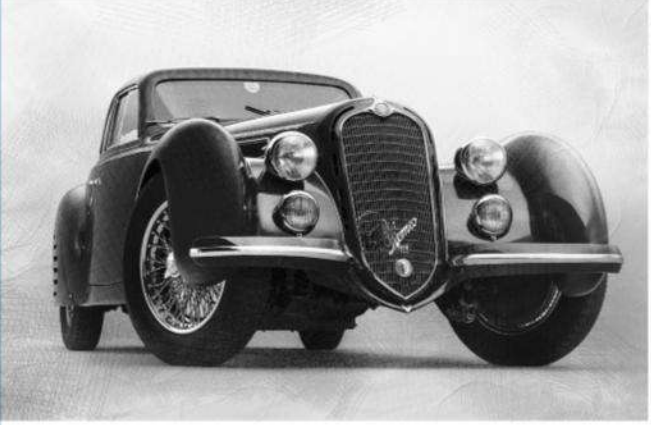
> 'I choose this with the caveat that I could just as easily have gone for the E-type or XK120'
>
> **ENRICO FUMIA**



DESIGNERS' CHOICE

Jaguar Mk2

A candidate for the greatest British sporting saloon ever made, the Mk2 had everything: styling that bore cues from its XK sporting brethren with which it shared some ancestry, a cabin lavished with wood and leather, and performance to spare. It picked up from where the narrow-tracked, thick-pillared MkI left off, and there was little to touch it in 3.8-litre form, least of all anything with four doors. It was also the last Jaguar saloon that felt genuinely agile. There have been some fabulous large Jaguars since, not least the original XJ6/12, but none quite hit the mark so squarely.

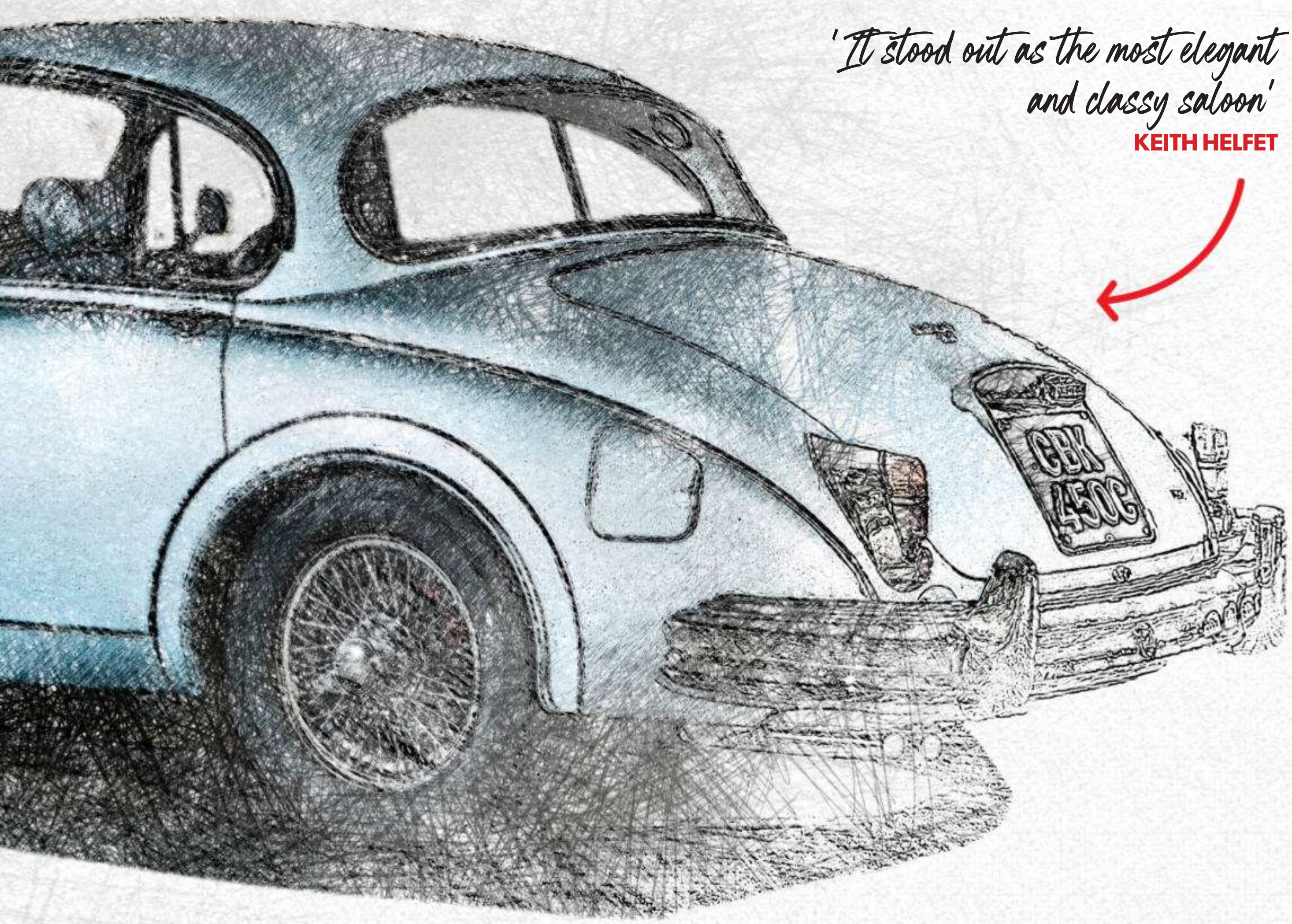


Alfa Romeo 8C 2900

Given its toweringly impressive competition pedigree, the 8C 2900 deserves veneration, but this still sells the hypercar of the Thirties and early Forties short. Marrying giddying beauty with technological advancement, this was the fastest production car built prior to World War Two. It also had a Vittorio Jano-conceived 2905cc straight-eight that was architectural delight, not to mention all-round independent suspension. And then there was the styling. Just 43 were built, arguably the most elegant of all variants being the seven Touring-bodied Berlinetta coupés. One won the Mille Miglia in 1947, nine years after it was built.

Cisitalia 202

There have been countless 'etceterini' marques; small scale Italian producers that make like the mayfly. Cisitalia was the exception to the rule in that it became a legend thanks to the 202 coupé that shared its DNA with the competition-orientated 202MM and closely-related 202SMM. This GT origin design prompted jaws to collectively drop when launched in 1947. In essence, it was a Fiat 1100 'special', but one that fully exploited the talents of aerodynamicist/designer Giovanni Savonuzzi and the craftsmanship of Pinin Farina. Variations on the theme would influence designers on both sides of the Atlantic thereafter. And how.



'It stood out as the most elegant and classy saloon'

KEITH HELFET

Lincoln Continental

Rarely has such an ostensibly plain car proved so influential. Styled under Elwood Engel, the fourth-generation Lincoln Continental emerged in 1961 at a time when the brand had come perilously close to being axed. It appeared unlike any other car then made in the USA, being a literal interpretation of the three-box ideal. It was a modernist masterpiece, being geometric and devoid of tail-fins and other gaudy baubles. Known retrospectively as the 'Clapdoor Lincoln' on account of its rear-hinged back doors, the irony is that the design was rooted in a proposal for a new Thunderbird.

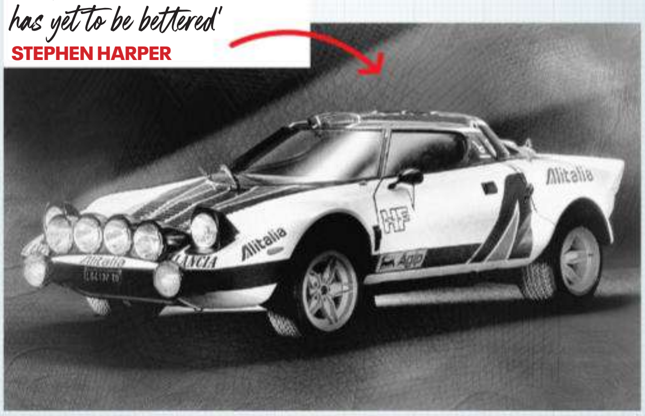
Lancia Stratos

DESIGNERS' CHOICE

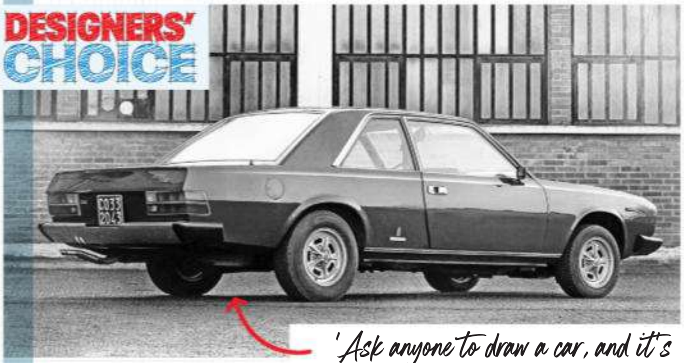
Few who witnessed the unveiling of the Stratos Zero at the 1970 Turin Motor Show would have guessed that it would spawn a motorsport legend. Styled by Bertone's Marcello Gandini, this wedge-shaped projectile represented pure sci-fi whimsy. Nevertheless, it triggered a response in Lancia's competition czar, Cesare Fiorio. The result was the definitive Stratos homologation special that emerged in mock-up form two years later. Nothing about this Gandini production was ordinary, most evident in its stubby proportions and wraparound glazing. This Dino V6-engined weapon in production form was also an immersive, if imperfect, driving experience.

'Amazing Seventies design champion, and that windscreen has yet to be bettered'

STEPHEN HARPER



DESIGNERS' CHOICE



'Ask anyone to draw a car, and it's usually two rectangles, the smaller on top, and four wheels. A "three-box" car, the most beautifully balanced example has to be the 130 Coupé'

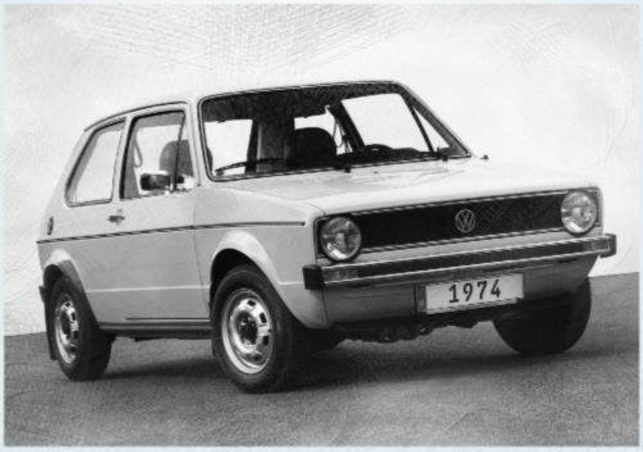
STEPHEN HARPER

Fiat 130 Coupé

The 130 Coupé was a masterwork of line and proportion. It was styled by the vastly underrated Paolo Martin with little interruption from his paymaster, in contrast to the Rolls-Royce Camargue that he also penned. The Pininfarina man's only point of reference was the Ghia-styled Fiat 2300S. Could he create a modern equivalent? The lofty radiator necessitated the elevated bonnet-line, but it didn't appear serrated unlike other cars from the 'origami' period. There were subtle curves. The cabin, mostly unique to the Coupé, was equally striking – who doesn't love orange Dralon?

Volkswagen Golf

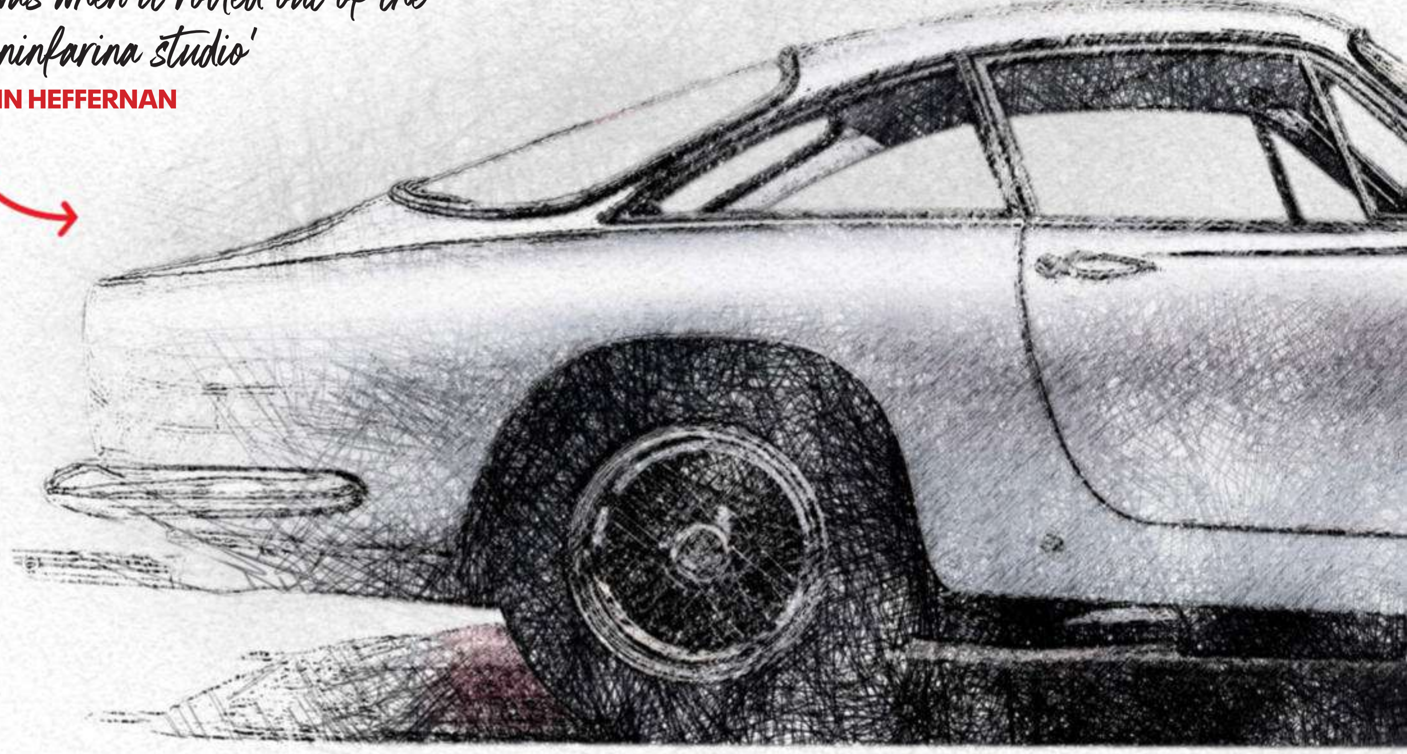
It's hard to comprehend the impact the Golf had on Volkswagen's image and share price when introduced in 1974. Giorgetto Giugiaro's design was boxy but also chic. It appealed to customers across the social spectrum, becoming arguably the first truly classless car since the Mini. The arrival of the GTI edition merely cemented the Golf's eminent status. The irony is that Giugiaro didn't particularly like the finished article, claiming that his design had been watered down. Decades after the car's release, he was still miffed that his favoured rectangular headlights had been replaced with circular items without his knowledge.



DESIGNERS' CHOICE

'It is still as beautiful today as it was when it rolled out of the Pininfarina studio'

JOHN HEFFERNAN



Buick Riviera

Introduced in late 1962, and sharing styling cues with GM's Silver Arrow concept car, the Riviera was inspired by coachbuilt Rolls-Royces. Design chief Bill Mitchell became intrigued by them during a visit to London and petitioned for a luxurious 'personal coupe.' Ned Nickles was tasked with creating an outline. Mitchell had hoped to resurrect the LaSalle nameplate for this brave new world, but it emerged as a Buick and was widely lauded by the Stateside media. European journalists were also bowled over. The Riviera existed in a variety of guises thereafter, and the boat-tail Series 3 edition (1971-1973) also wowed.

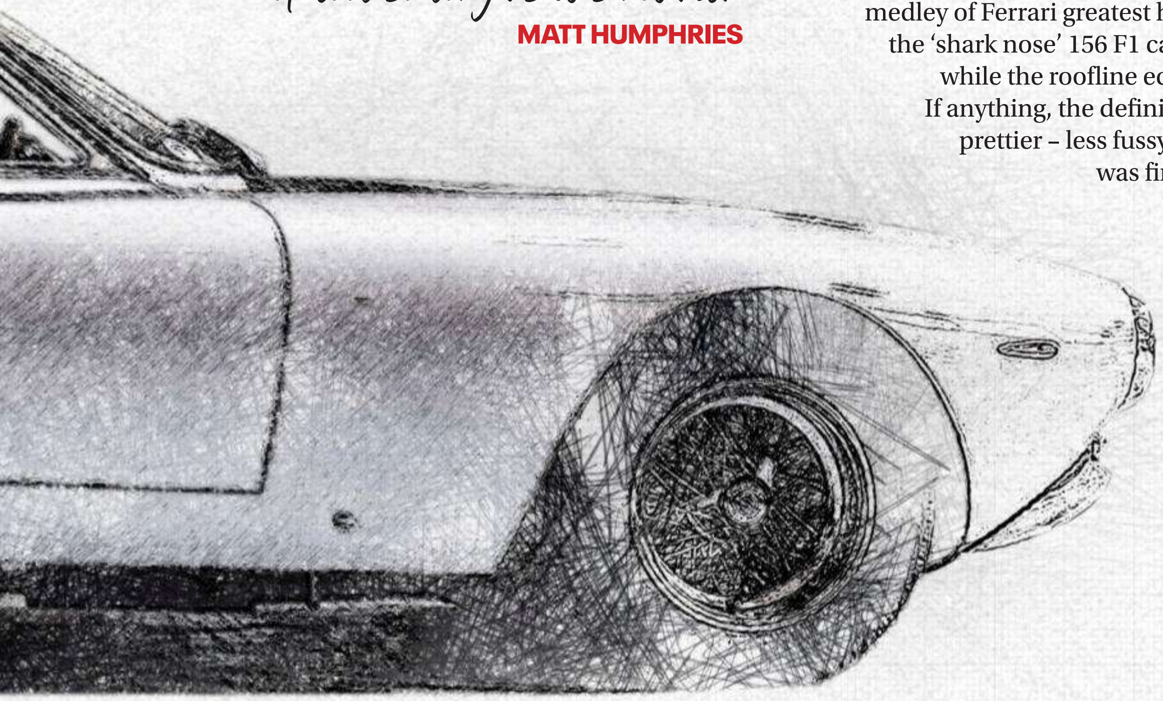
Marcos GT

Nothing about the Marcos coupé is in the realm of the ordinary. You cannot help but stare, that long priapic snout, belt buckle-high roofline, and curved but cropped tail assuring as much. This classic outline is, as marque authority Richard Falconer once put it, fabulous but teetering on the edge of vulgarity. It is striking but eccentric and all the better for it. Styled by Dennis Adams, it was meant to be a stopgap until a mid-engined three-seater came online. It never did. The coupé entered production in 1964 and the outline was endlessly tweaked over the next four decades.

Ferrari 250GT Berlinetta Lusso

One of the most handsome GT cars ever made regardless of marque, the Lusso was ostensibly a road car. Nevertheless, it was imbued with track-orientated styling cues. Pininfarina conjured a medley of Ferrari greatest hits: the nose was a nod to the 'shark nose' 156 F1 car and Dino sports-racers, while the roofline echoed that of the 330LMB. If anything, the definite production variant was prettier – less fussy – than the prototype that was first seen at the Paris Motor Show in 1962. Even so, it remained in production for just 18 months.

> 'The pinnacle of Sixties Ferraris. Better proportioned than an SWB, it's the epitome of cool so long as it's not red'
>
> **MATT HUMPHRIES**



Citroën SM

A large V-engined front-wheel-drive two-door coupé doesn't seem that unusual now, but it was in 1962 when the idea of such a car was first mooted at Citroën. It was to be a grander development of the *Voiture à Grand Diffusion* (mass-market car) theme; one that was spearheaded by an individual for whom pretension was nothing to be feared – stylist Robert Opron. The Maserati V6-engined SM flew in the face of convention stylistically, and also stuck two fingers up at engineering norms. It was a commercial failure following its launch in 1970, although outside forces including the 1973 oil crisis were partially to blame.

Maserati Ghibli

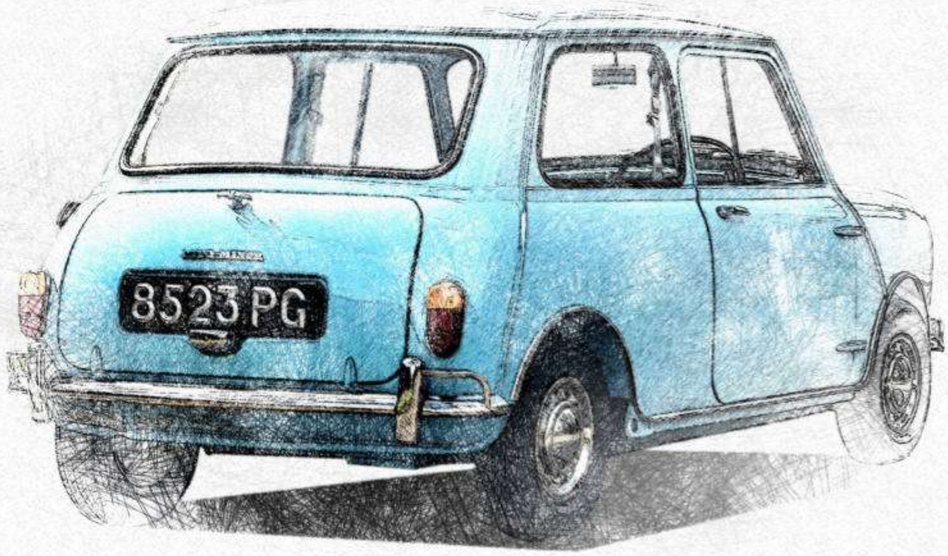
While the underpinnings didn't push technological boundaries, the Ghibli's silhouette was among the finest of its era. The use of a dry sump set-up for its proven V8 had an additional benefit: it allowed Giorgetto Giugiaro to create an outline with a dramatically low bonnet line. 'Il Maestro' shaped the car during his brief and unhappy spell at Ghia. Maserati envisaged shifting just 100 Ghiblis once it entered production in 1967, having seriously underestimated demand. The most expensive car in the range – £9961 after taxes – was also the most popular. The slinky Spider variant arrived in 1968, and the SS of 1969 heralded the arrival of Maserati's fastest road car to date.

Ferrari 250GT SWB

The SWB graphically illustrated its duality of character during the 1960 Tourist Trophy. This was the year when Stirling Moss lapped Goodwood en-route to victory aboard Rob Walker's car, the future knight famously biding his time twiddling the radio dials between music stations and Raymond Baxter's race commentary for the BBC. One of the last truly handbuilt production Ferraris, the SWB had another great strength: its styling. Shaped by Pinin Farina when it was still two words, and bodied by Scaglietti, there wasn't a single jarring line. Dubbed *Passo Corto* or 'SWB' in reference to its 200mm shorter wheelbase than the 250GT Berlinetta, few cars have ever married racing ancestry and road car civility so convincingly.

Range Rover

Without wishing to denigrate the current breed of Range Rovers, the original model introduced in 1970 set the template for what was expected of an off-roader with car-like attributes. Yes, there had been prior attempts elsewhere – witness the Jeep Wagoneer – but this was something else entirely. In addition to being relatively fast on-road (quicker than most saloons of the day), its four-speed, dual-range permanent four-wheel-drive set-up ensured that it excelled off-piste. Here function followed form, but then the outline was largely shaped by engineers. It was subsequently adopted by the aristocracy, which lent it an aspirational image that is nowadays widely touted.



'It represented design brilliance that changed the way compact cars are designed forever'

KEITH HELFET

DESIGNERS' CHOICE

Mini

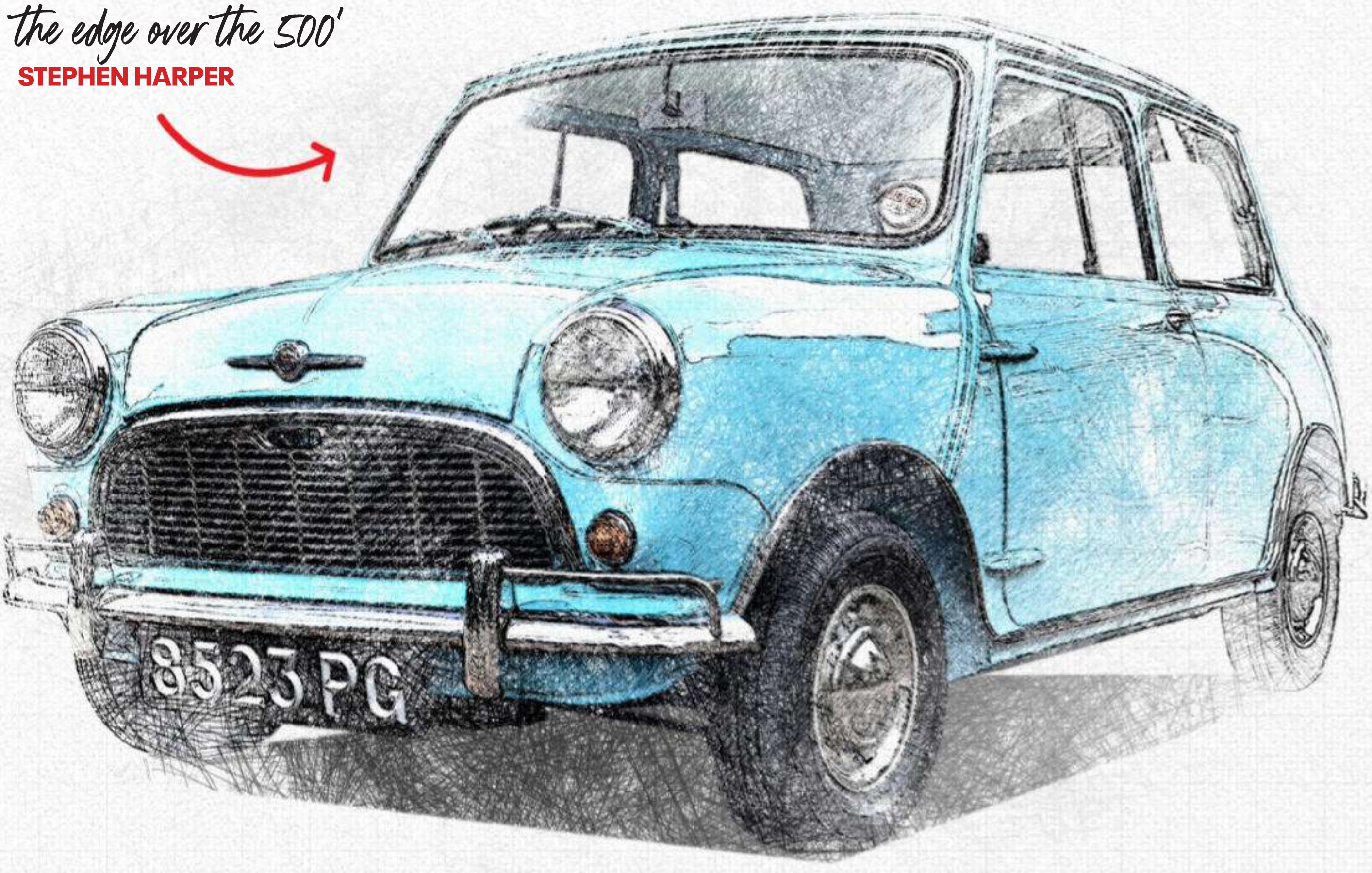
Few cars have ever garnered such an admiring revenue as the Mini. Nevertheless, it was a slow burner sale-wise following its introduction in 1959. However, it subsequently found traction – and how. It was a masterpiece of packaging with go-kart-like handling. With the exception of the Jaguar E-type, no other car was as redolent of the Swinging Sixties. It was arguably the first truly classless car, beloved of young mums as the London Set alike. It also won the Monte-Carlo Rally three times. It may have been small but the Mini cast a long shadow.

'The original BMC Mini inspired so many other cars. It was revolutionary'

ENRICO FUMIA

'I could never love the quirky Citroën 2CV, so the best of the simplest vehicles falls either to the Fiat 500 or the BMC Mini. The Mini has the edge over the 500'

STEPHEN HARPER

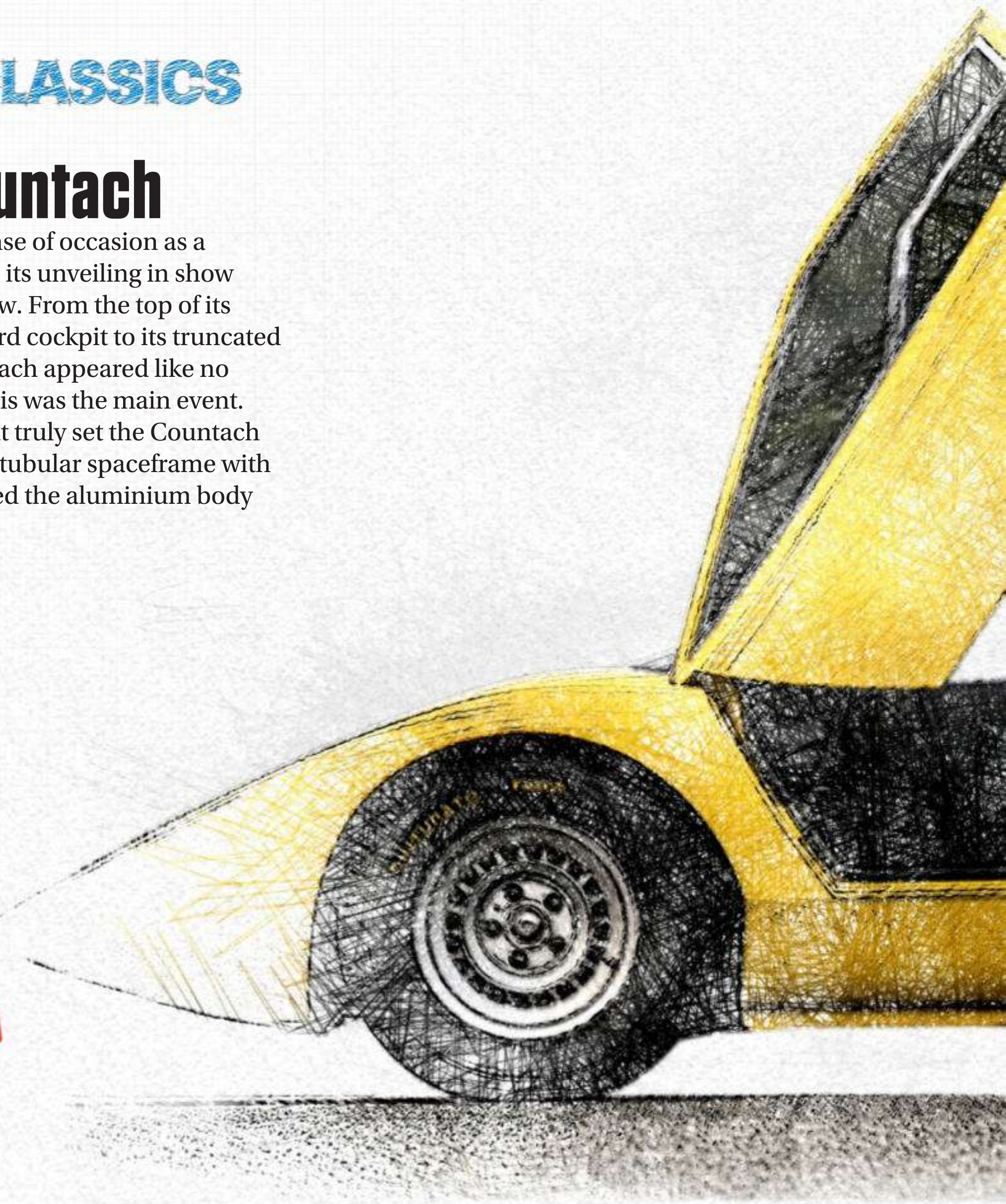


Lamborghini Countach

Few cars in the present carry such a sense of occasion as a Countach. Now imagine the reaction to its unveiling in show car form at the 1971 Geneva Motor Show. From the top of its knife-edge beak through the cab-forward cockpit to its truncated tail, the Marcello Gandini-styled Countach appeared like no other car. The Miura was just a recce; this was the main event. But it was what lay beneath the skin that truly set the Countach apart from its contemporaries. A multi-tubular spaceframe with an additional tubular structure anchored the aluminium body while doubling as a roll-cage.

DESIGNERS' CHOICE

> 'I am thinking here of the prototype. The production car not so much'
>
> **ENRICO FUMIA**

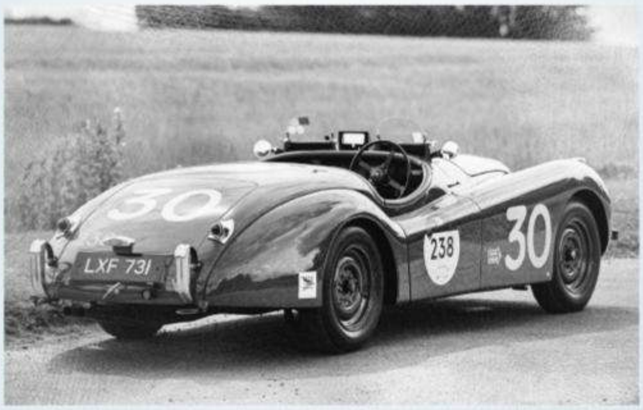


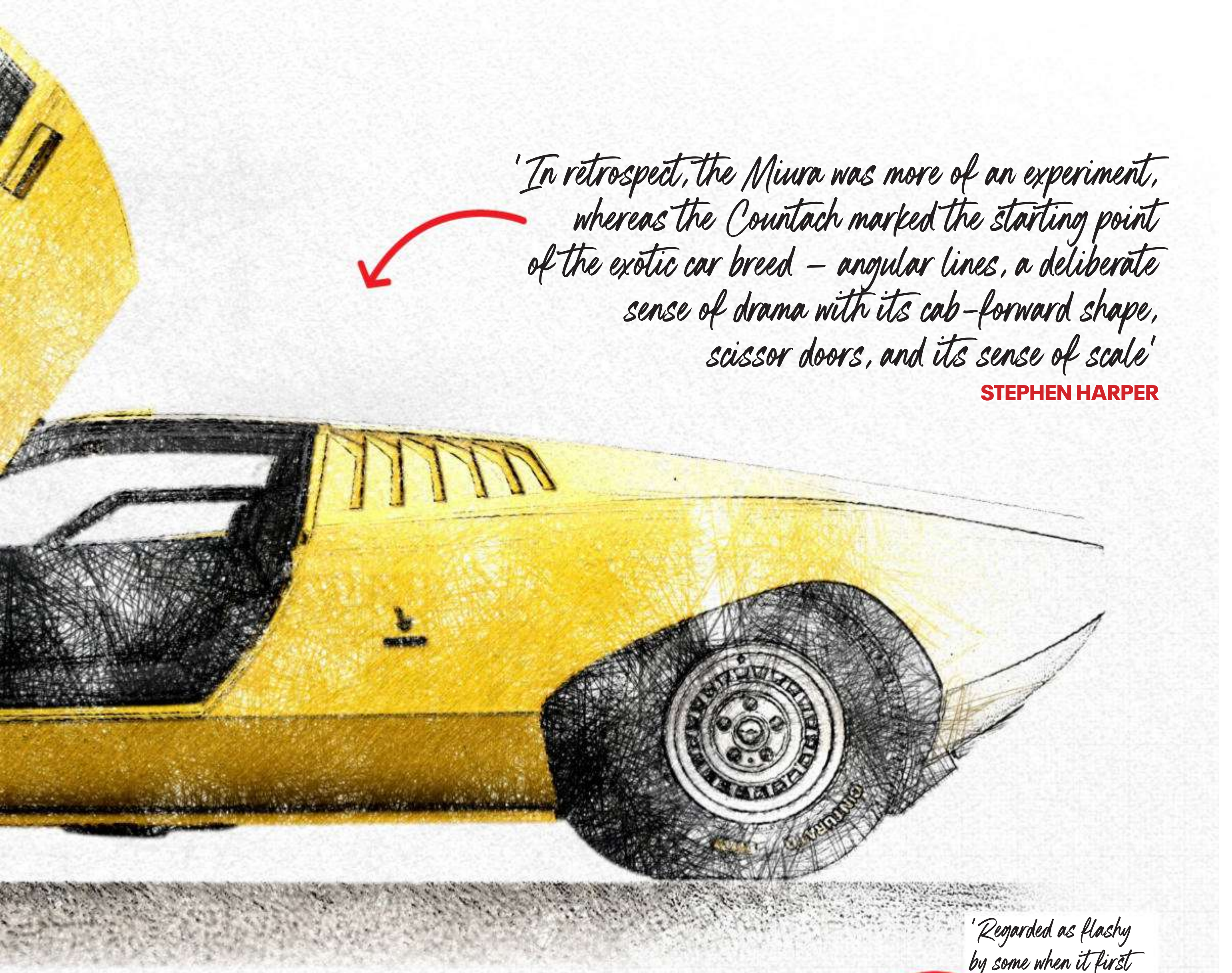
TVR Griffith

The arrival of the Griffith at the 1990 British International Motor Show changed everything for TVR. The prototype was placed next to another prototype: the Speed Eight. The latter, in a very roundabout way, marked the end of the wedge-look because it went no further. All eyes were on its stablemate. If rumours are true, TVR had received 350 orders by end of play. The styling, for the most part the work of John Ravenscroft, was a masterwork of simplicity. There were no spoilers. The Griffith didn't even have bumpers. Even the show car's door handles were deleted for the production model.

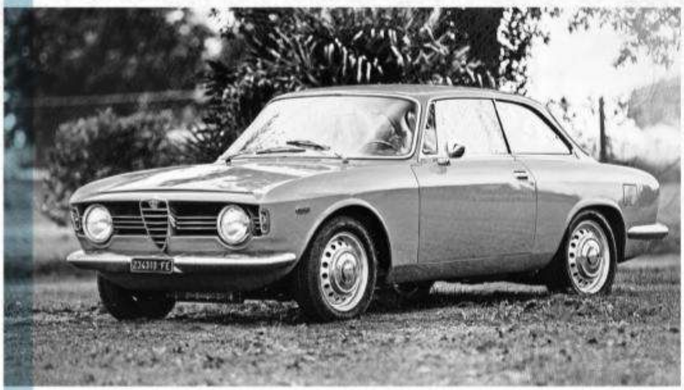
Jaguar XK120

The Jaguar XK Open Two-Seater Super Sports caused a furore when it broke cover at the 1948 British International Motor Show. It represented rolling sculpture, but the outline wasn't entirely original. Marque founder William Lyons had a great eye for line and proportion. However, his greatest talent was his ability to appropriate bits he liked from other cars and distil them, this magpie approach being all too obvious with the XK120. The car's silhouette bore than a passing resemblance to the Carrozzeria Touring-bodied BMW 328s that won the Mille Miglia in 1940. That said, it was way prettier.





> 'In retrospect, the Miura was more of an experiment, whereas the Countach marked the starting point of the exotic car breed – angular lines, a deliberate sense of drama with its cab-forward shape, scissor doors, and its sense of scale'
>
> **STEPHEN HARPER**



>Alfa Romeo Giulia Sprint GT

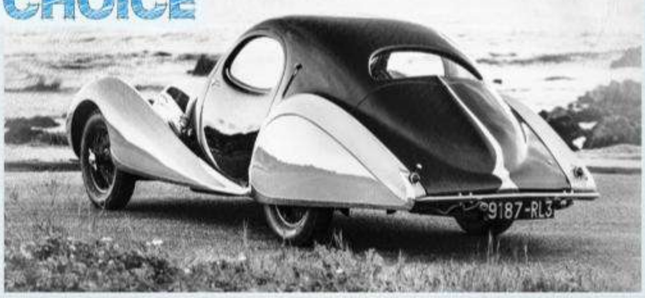
Giorgetto Giugiaro's 'step front' Alfa Romeo Giulia Sprint GT was never meant to be mass-produced. His boss Nuccio Bertone envisaged a small-series coachbuilt offering along the lines of the Giulietta/Giulia SS. However, he made the mistake of showing preliminary renderings to the management at Alfa Romeo. They were immediately smitten and it was launched as a catalogue model in 1963. The Giulia GT's outline would receive relatively few updates during its lifetime, which is testimony to just how right the design was to begin with. The remarkable bit, though, is that Giugiaro penned it while performing national service.

>Talbot-Lago T150-C-SS

The *Goutte d'eau* Talbot-Lago was a technical and stylistic tour de force owned by playboys and maharajas, aristocrats and the common or garden elite. Strictly speaking, this translates to 'water drop,' but it has long since taken on the Teardrop moniker. The water droplet was once deemed the ideal aerodynamic shape for an object in motion, and it became a motif for the racing-orientated T150-C-SS platforms bodied by Joseph Figoni. Curves beget curves, these millionaires' playthings being accented by vibrant hues and exotic materials inside. They caused a sensation, but only 14 were made (of which 13 survive).

> 'Regarded as flashy by some when it first appeared, but to me it epitomises the spirit of the Thirties. I wouldn't be too upset if I had to choose the Bugatti instead, though'
>
> **JOHN HEFFERNAN**

DESIGNERS' CHOICE



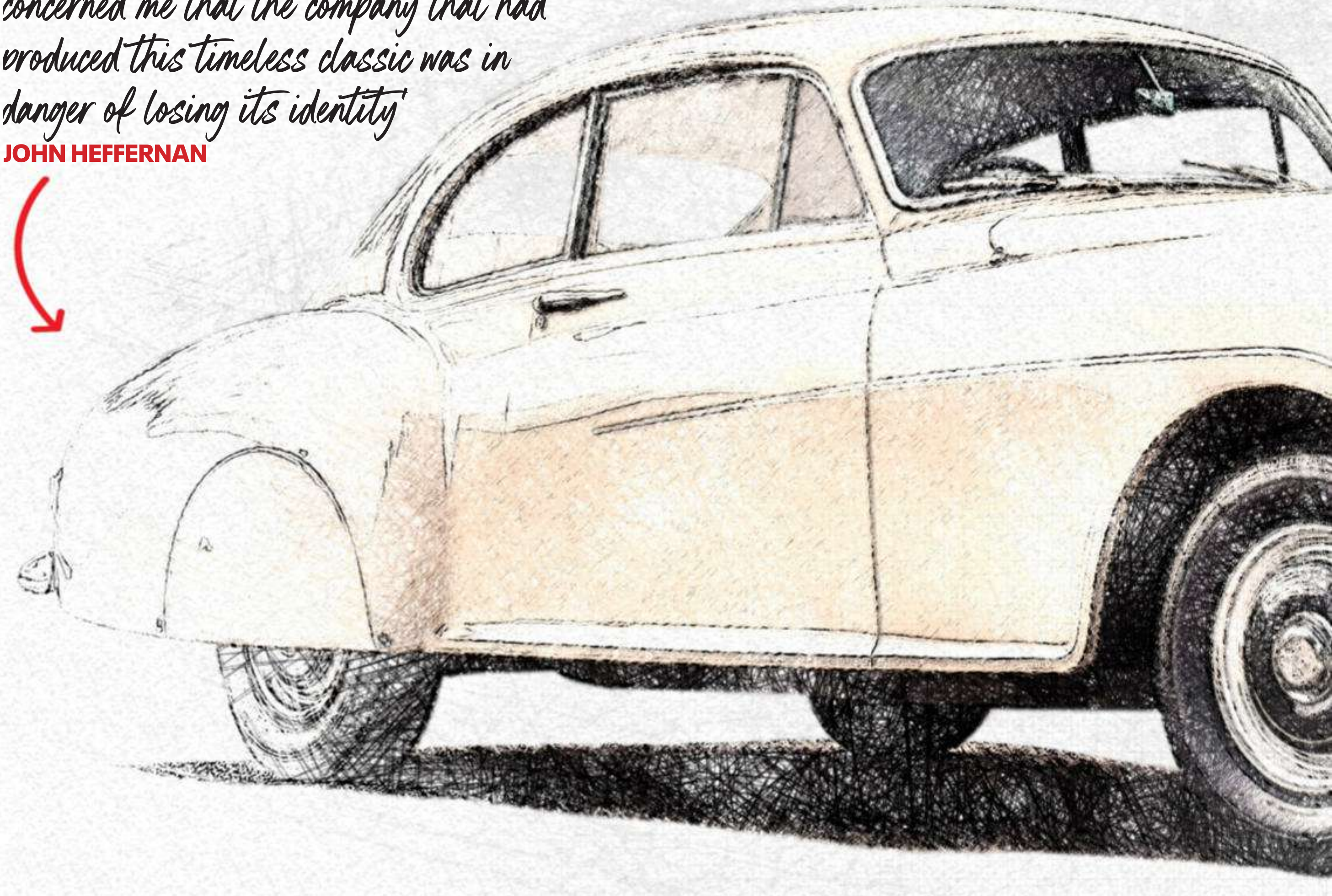
Peugeot 205

The 205 base model in its various guises arrived in February 1983 and was rapturously received, even if it lost out to the Fiat Uno in the European Car of the Year contest. The car was praised for its ride and handling, the 205 employing MacPherson struts up front and a trailing arms and torsion beam arrangement out back, the styling being admired for its curvy, wheel-in-each-corner pertness. However, contrary to popular belief, it was shaped internally rather than by Pininfarina. Then there was the 205GTI, which redefined the Eighties hot hatch.

Dino 206GT

It seems improbable now, but the Ferrari cognoscenti didn't greet the arrival of the Dino with open arms; flaming pitchforks, mostly. It had a displacement of only 2.0 litres, and it didn't wear the sainted Cavallino Rampante badge, but then Dino always was meant to be a sub-brand. The 1967 Turin Motor Show debutant was in essence a distillation of prior Pininfarina show cars by Aldo Brovarone, as perfected by Leonardo Fioravanti plus input from Renzo Carlo, not least the curved rear screen. It was neatly packaged, too: the jewel-like V6 was mounted sidewards and squeezed behind the occupants.

> *'It inspired the Continental T. It concerned me that the company that had produced this timeless classic was in danger of losing its identity'*
>
> **JOHN HEFFERNAN**



Fiat 500

Dante Giacosa's crowning achievement was the twin-cylinder Nuova 500. Fiat's engineering great picked up from where the 600 left off, but this *bambino* was diminutive in the extreme. Conceived as the next step on from scooter ownership, it represented a miracle of rational design. The 500 remained in production from 1957 to 1975, by which time more than three million had been made. Like the Citroën DS and the Mini, it too became a cultural touchstone, which would explain why Fiat raided its styling cues for the Roberto Giolito-styled 'new' 500 of 2007.

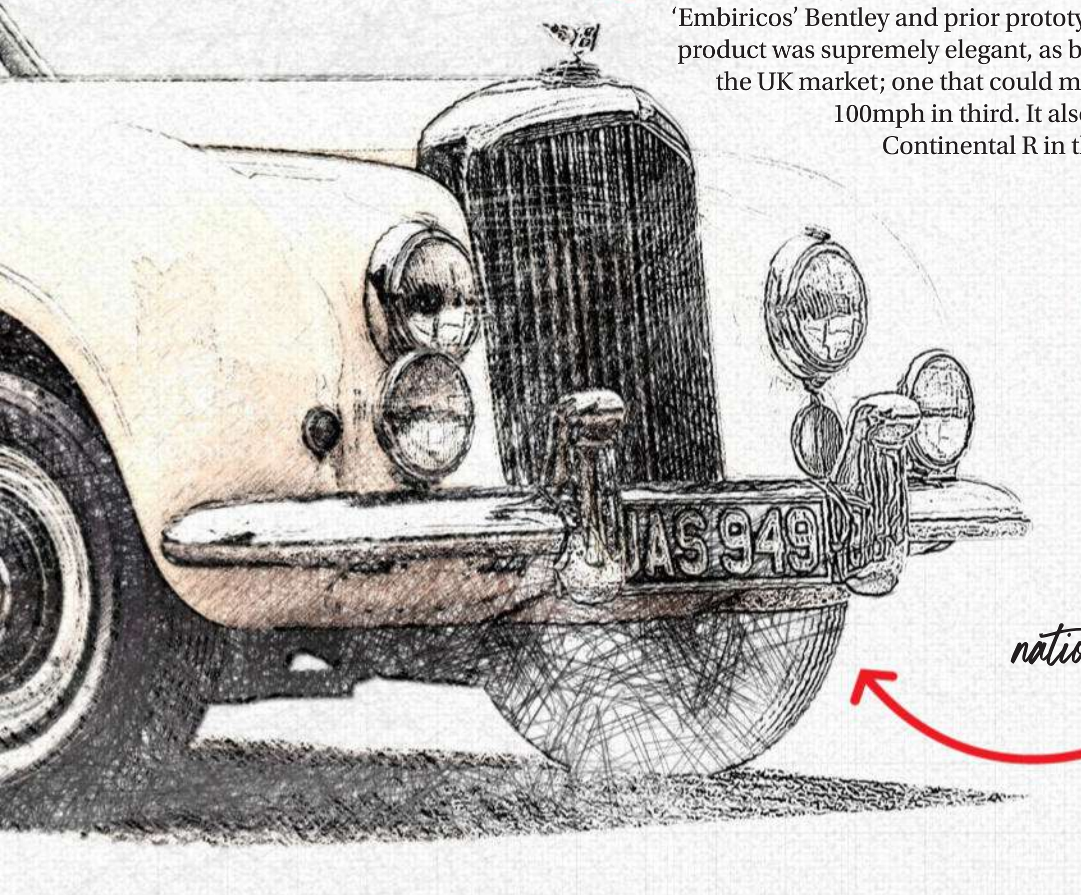
Lotus Elan

Unlike the Elite, the Elan was not a work of boundary-pushing futurism. It was a pragmatic design, the use of a steel backbone chassis being down to cost. It was cheaper and easier to produce than a glassfibre monocoque. The thing is, the Elan was initially conceived as a low-buck replacement for the Seven. Then things got a bit more aspirational. What is clear is that despite being relatively conventional, the Elan was a masterpiece of packaging. Being a Lotus, it was also ingenious for all its apparent simplicity, not least details such as the wooden dashboard that acted as a structural member.

> 'A design from a period when Bentleys were elegant. It's all about that tail'
>
> **MATT HUMPHRIES**

Bentley R-type Continental

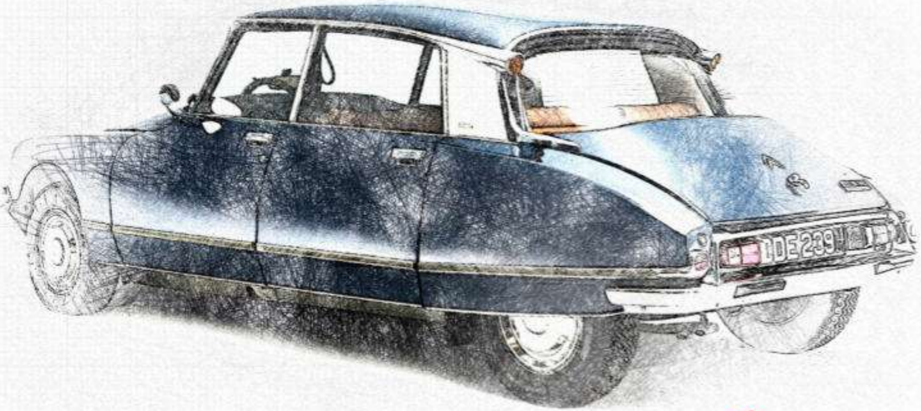
The R-type Continental was the fastest four-seater on the planet when launched in 1952. It brimmed with sporting intent but was also imbued with grace, poise and polish. The outline created under Rolls-Royce's chief project engineer Ivan Everden hinted at the earlier Paulin-bodied 'Embiricos' Bentley and prior prototypes – but that's all it did. The end product was supremely elegant, as befitted the most expensive car on the UK market; one that could manage 80mph in second gear and 100mph in third. It also served as the inspiration for the Continental R in the Nineties which similarly had a transformative aspect.



> 'The R-type could waft you, with sufficient pace, along the route nationales, the autobahn and down to the Camargue without perspiration'
>
> **STEPHEN HARPER**

'An iconic design that is simple and elegant. It still looks like it's from the future'

MATTHEW HUMPHRIES



'Beauty and practicality that was both unique and groundbreaking'

KEITH HELFET

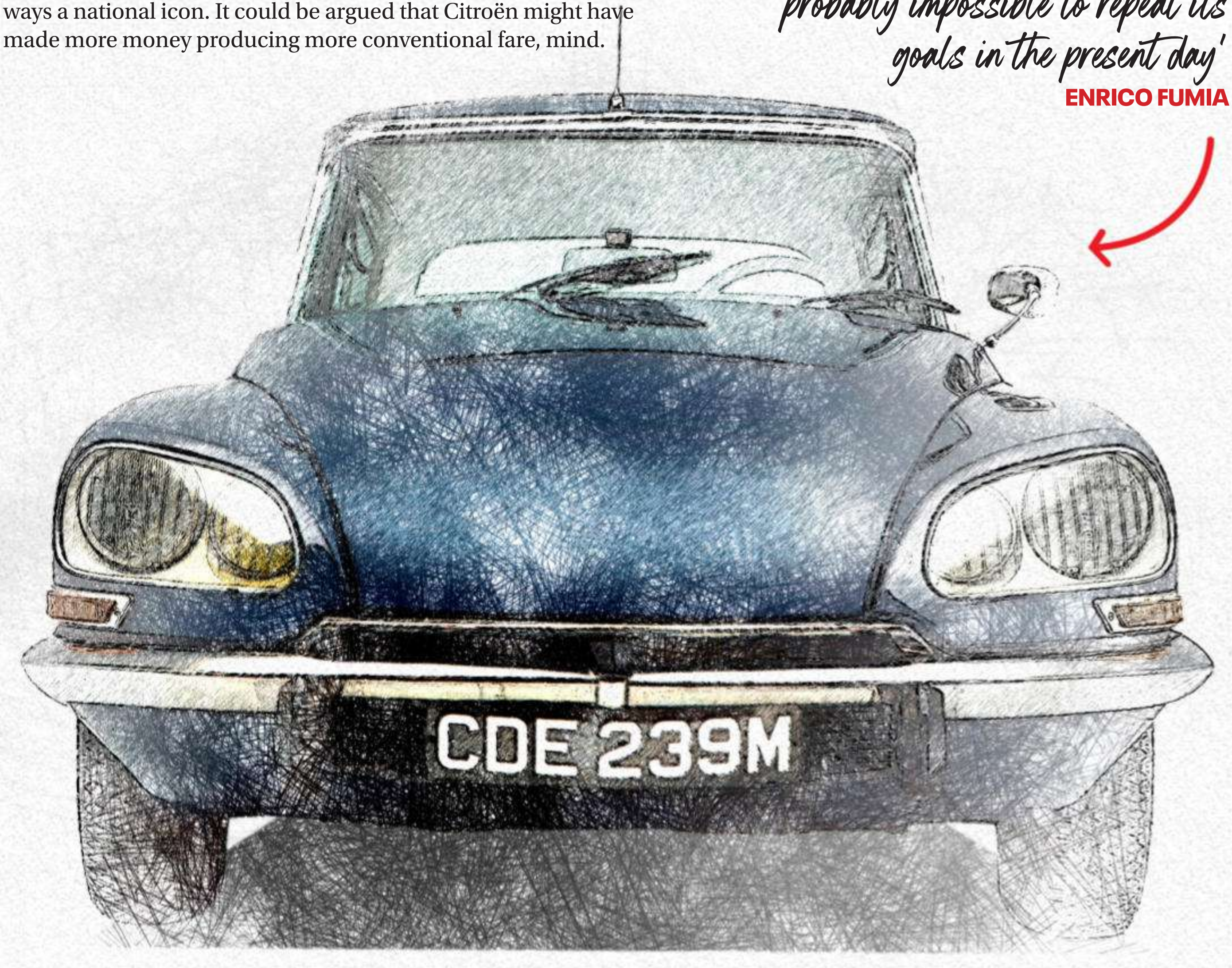
DESIGNERS' CHOICE

Citroën DS

The original 'Goddess' existed in its own little bubble, and what a wonderful bubble it was. Introduced at the 1955 Paris Motor Show, the Citroën DS made every other car on the market appear old hat. The Flaminio Bertoni-shaped, André Lefèbvre-refined styling was remarkable in itself, but then there was the pneumatic suspension which promised a magic-carpet ride. The list goes on. The DS represented the future, and still did a decade later; it ultimately spent 20 years on sale. It was a source of national pride, and in many ways a national icon. It could be argued that Citroën might have made more money producing more conventional fare, mind.

'I can easily choose one car above all: the DS. It still seems like a most revolutionary modern design. So much so, it is probably impossible to repeat its goals in the present day'

ENRICO FUMIA



Alfa Romeo Tipo 33 Stradale

Stretching the production car ethos to breaking point, this achingly pretty supercar was highly specialised. Styled by Franco Scaglione, and based on a Tipo 33 sports-prototype platform (but with a longer wheelbase), the Stradale was the first road car to feature dihedral doors. As to its worth as a supercar, that rather depends on whose estimates you credit. Independently verified in 1968, it was capable of 156mph from only a 2.0-litre V8. However, you could argue that its true worth is anchored to its sculptured form which has rarely been bettered. That said, no two cars were truly alike.

Aston Martin Vanquish

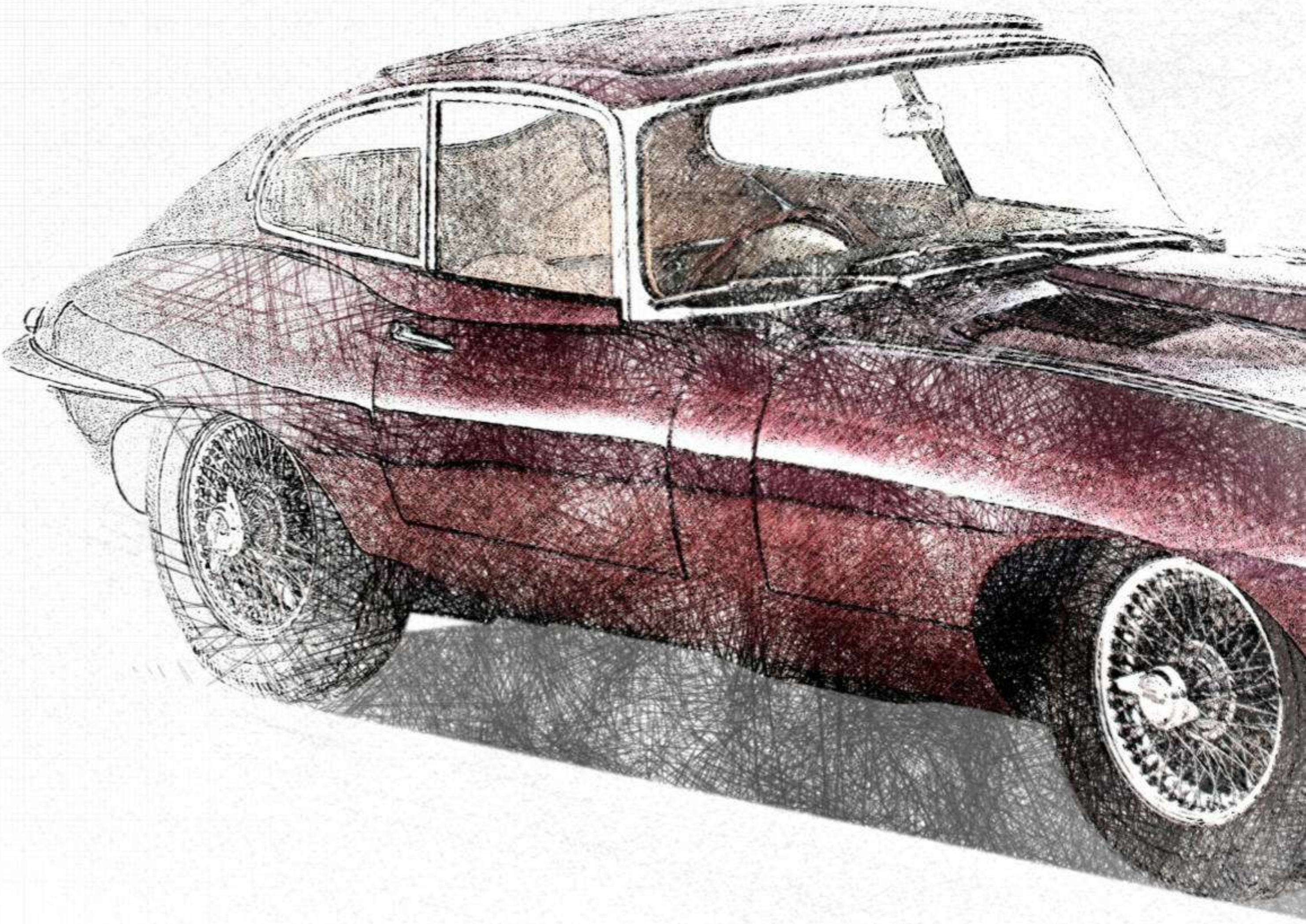
Such was the reaction to Project Vantage at the North American Auto Show in 1998, Aston Martin's parent company Ford was effectively forced to put it into production. This Ian Callum-styled beauty would move the marque away from flagship V8 models of old, while also acting as something that bit more rarified than his more affordable DB7, which had to appeal to a relatively wide audience. This V12-engined production car employed the first carbonfibre crash structure to meet worldwide regulations. What's more, it was mated to aluminium extrusions and sheet metal that formed the body structure, with Lotus acting as a subcontractor.

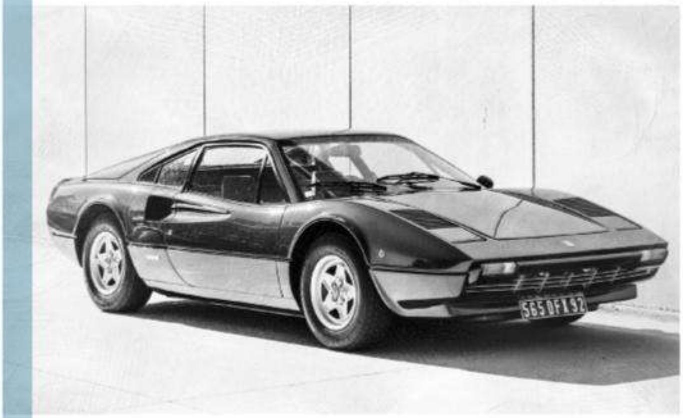
Ford Focus

Ford has created umpteen mainstream classics; more than we can count. However, it has rarely innovated, preferring to let others get burned blazing trails. The Focus was intended for global markets, which made the decision to go bold with the influential New Edge exterior styling all the more commendable. It's easy to forget that hatchbacks didn't look like the Focus prior to its release in 1998. There was nothing safe or copyist about it, the same being true of the cabin, and it handled as sharply as it looked, thanks to the work of fabled engineer Richard Parry-Jones. Crowned European Car of the Year in 1999, the award recognised Ford's heroic clean-sheet approach.

Cobra MkI/MkII

Given that it was hardly a work of great sophistication, you might be wondering why the Cobra is included here. After all, it was merely an AC Ace with a small-block Ford V8 shoehorned under the bonnet. However, some great designs are born from expediency, others more by happenstance than planning, and others by good old hot-rodding ingenuity. That essential changes to the bodywork enhanced an already pretty body only help its case. And if you still don't think that the Cobra belongs in this list, consider this: it's the most replicated car on the planet, the irony being that the original machine didn't sell particularly well way back when.



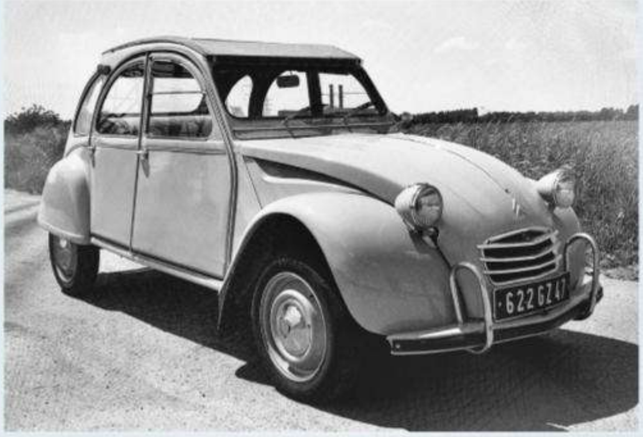


Ferrari 308GTB

The GTB was ushered in at the Paris Motor Show in 1975. The updated 328 variant bowed out in 1989. That longevity was testimony to the brilliance of the car's outline by Pininfarina's Leonardo Fioravanti. It shared some ancestry with the Bertone-styled 308GT4, a car that was much better than history paints it, but it was the silhouette here that made all the difference. It was introduced at the height of the origami styling fad, but there were subtle curves. The GTS variant with its vinyl-covered targa top arrived at the following year's Frankfurt Motor Show and was perhaps even more alluring.

Citroën 2CV

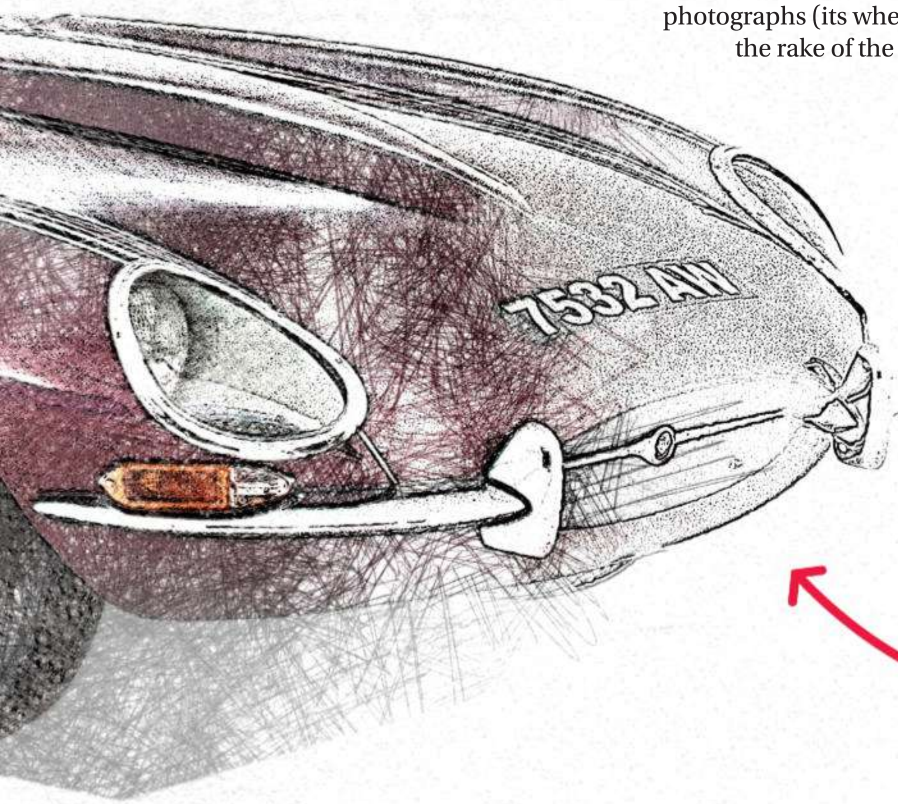
Created by the French, and sustained in later life by an adoring British retinue, the *Deux Chevaux* was a brilliantly simple design. With its air-cooled twin-cylinder and long-travel suspension, this 'umbrella on wheels' was a lesson in minimalism. It was a bare bones product with little in the way of fripperies; little in the way of anything. The *Toute Petite Voiture* programme began before World War Two, the definitive 2CV proving a low-cost boon to a car-starved nation in peacetime. Incredibly, production continued to 1990, which speaks volumes as to its worth.



>Jaguar E-type

Redolent of the D-type, and developing the themes of the E1A and E2A prototypes, the E-type showcased Jaguar's sporting intent. It didn't really matter that the shape wasn't as aerodynamically efficient as it might have been, or that it suffered from front-end lift at high-speed, it looked sensational. Compared to its predecessor, the XK150, the E-type represented a quantum leap forward stylistically, the car's deceptively diminutive proportions not being obvious from photographs (its wheelbase was 152mm shorter). You could argue that the rake of the roadster variant's windscreen was perhaps a mite lofty, but you really would be nitpicking.

DESIGNERS' CHOICE



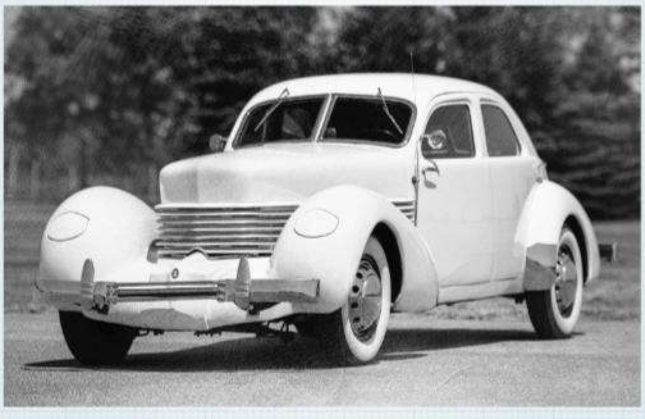
> *'The beauty, sculpture and speed of its surfaces are why it is consistently voted the most beautiful car'*
>
> **KEITH HELFET**

>Fiat Uno

Giorgetto Giugiaro was tasked with creating a replacement for the 127. It needed to be affordable and practical, and offered in three or five-door configurations. Having redefined the small car with the Panda, *Il Maestro* did much the same in the next market segment up with the Uno that boasted class-leading interior space. The Fiat supermini also had a drag coefficient of just 0.34cd – the same as the 'jellymould' Ford Sierra. It would go on to be made in one form or another as late as 2014, and that's everywhere from Poland to Pakistan, Brazil and South Africa.

>Cord 810/812

The Cord 810 and its supercharged sibling, the 812, was daring on so many levels. It was the first production car designed and made in the USA with front-wheel drive and independent front suspension. Then there was the styling. Distinct from its contemporaries, there wasn't a radiator grille. Here, there was a bank of louvres that curved around the sides of the bonnet (hence the 'coffin-nose' nickname). And, of course, let's not forget the pop-up headlights, Cord being the first marque to adopt such an arrangement. Gordon Buehrig, with input from Vince Gardner and Alex Tremulis, created one of the all-time great outlines.



Volvo P1800

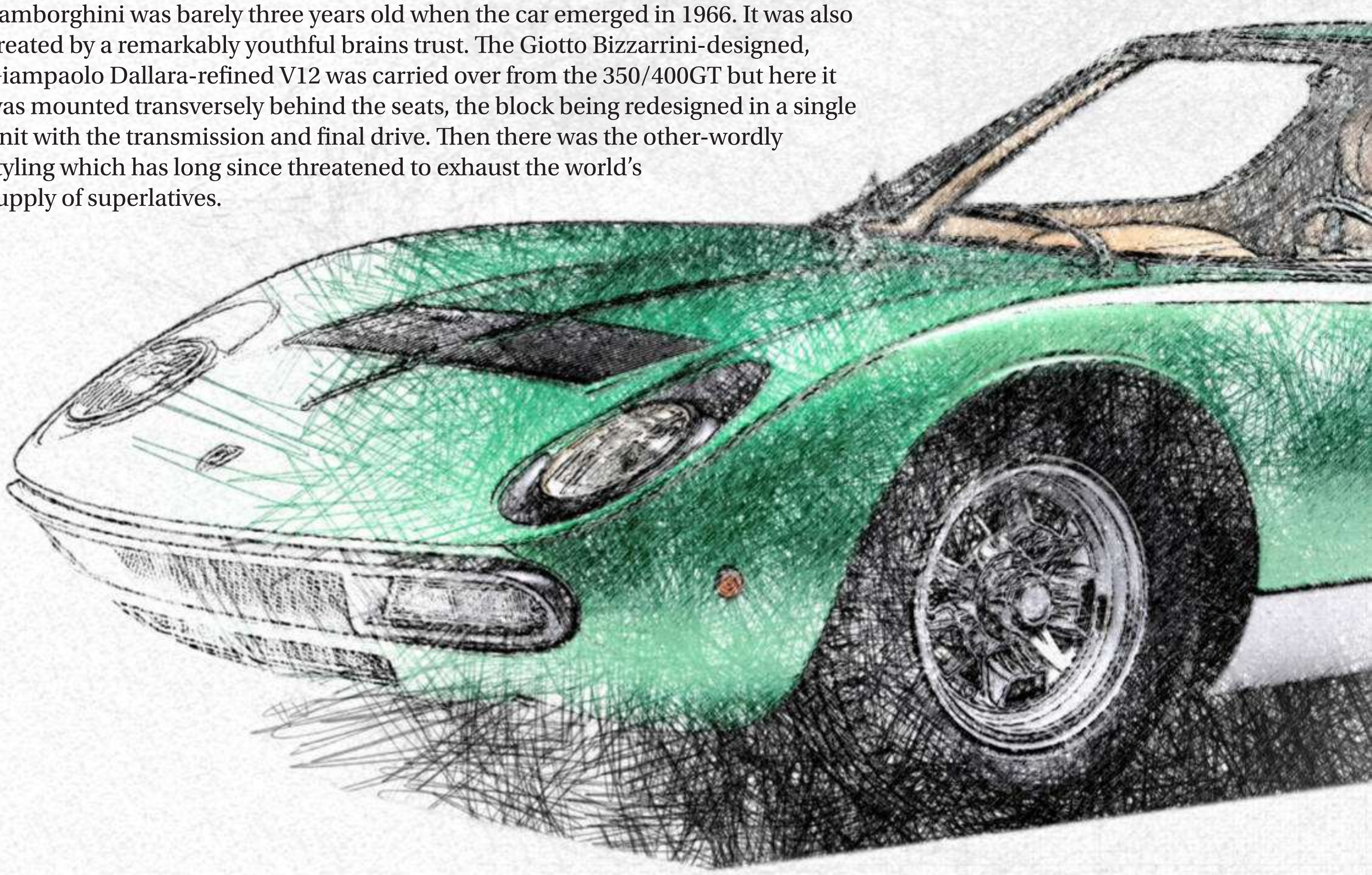
The P1800 wasn't a great sports car. It was more 'sporting', with all that infers. It was, however, a product that changed the perception of Volvo at a stroke. Long before the Swedish brand entered its cubist period, it made cars that were robust and reliable; perhaps even attractive in their own way. The P1800, by contrast, had style to spare, which was famously heightened thanks to product placement: it appeared in the global TV smash, *The Saint*. The irony is that the Pelle Petterson-penned car almost remained a prototype because Volvo struggled to find a subcontractor to build it.

Alfa Romeo 156

It's easy to forget that the Alfa Romeo 156 was met with much hoopla when it emerged at the 1997 Frankfurt Motor Show. The Tipo 932 saloon went on to be crowned European Car of the Year twelve months later, the outline attributed to in-house design chief Walter de Silva. It wasn't just that it was almost excessively beautiful for its market segment, more that the detailing was so clever. For example, such seemingly insignificant items such as the old-style chrome-effect door handles up front and concealed items to the rear lent it an almost coupé-like appearance.

Lamborghini Miura

The Miura ushered in the supercar, even if the term had been used before contrary to popular belief. However, what tends to be forgotten is that Automobili Lamborghini was barely three years old when the car emerged in 1966. It was also created by a remarkably youthful brains trust. The Giotto Bizzarrini-designed, Giampaolo Dallara-refined V12 was carried over from the 350/400GT but here it was mounted transversely behind the seats, the block being redesigned in a single unit with the transmission and final drive. Then there was the other-wordly styling which has long since threatened to exhaust the world's supply of superlatives.



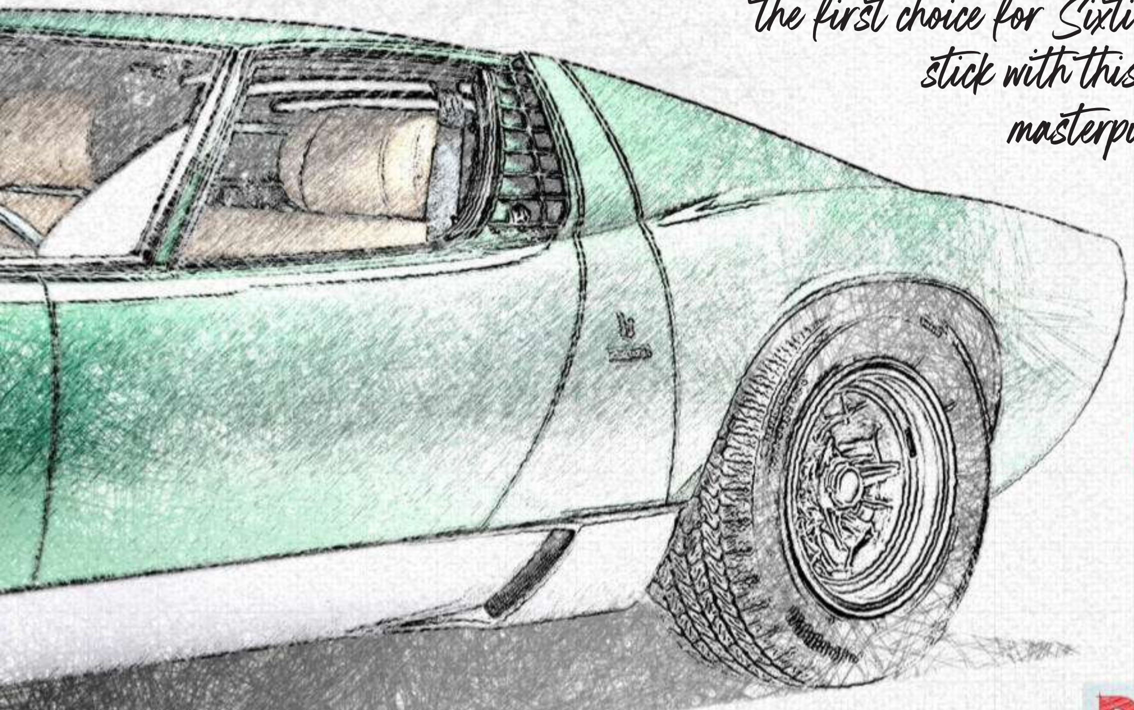
Studebaker Starliner/Starlight

Studebaker took on Detroit's 'Big Three' in the immediate post-war years, employing bold design to differentiate its wares. Raymond Loewy Associates was tasked with creating outlines, some of them being advanced in their own way but not universally admired. By contrast, the Starlight coupé and associated Starliner hard-top – a less glassy form of two-door coupé – introduced in 1953 were radical in their own way but the looks were widely lauded, and with good reason. Low, lithe and rakish, the Bob Bourke-penned forms were strikingly modern and aerodynamic with it (all things being relative). Studebaker may have been an independent player, but it was now a style leader.

Datsun 240Z

Created with a view to earning lucrative US dollars, the 240Z had a transformative impact on the sports car firmament in much the same way as Japanese brands had on the UK's motorcycle industry. This is something of an oversimplification, but the point is it *mattered*. Also, it was a respectable car, at least for the most part. The car's pretty outline is widely attributed to Yutaka Katayama. Even so, the project was already underway when he was parachuted in, with much of the finished item being down to Akio Yoshida and Kumeo Tamura who worked under Yoshihika Matsuo.

> *'It defined the essence of the supercar in the latter part of the twentieth century. The E-type is usually the first choice for Sixties design, but I will stick with this Giugiaro/Gandini masterpiece. I would give an honourable mention to the De Tomaso Mangusta, though'*
>
> **JOHN HEFFERNAN**



DESIGNERS' CHOICE

TOURING DE FORCE

How did Bristol rocket from the old-school 400 to the Aerodyne age? The answer: **Bristol Superleggera**. We drive one of eight ever made, once the personal car of Touring boss himself, Carlo Felice Bianchi Anderloni

Words EMMA WOODCOCK Photography JONATHAN JACOB

More precision over early-series Bristol models

Only eight Superleggeras made by Touring

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Art-like details are Touring trademarks

So much is familiar aboard the Bristol Superleggera. The crisp, direct steering, the light flooding the cabin, the smooth ride that rises above minor imperfections in the road. All evoke the popular 401 Saloon, a model that elevated the profile of this highly-regarded, long-established aerospace manufacturer and helped bring the marque to the attention of the discerning car buyer. But the Superleggera isn't a mimic. It's a trailblazer. Constructed by Milanese coachbuilder Carrozzeria Touring to a brief by HJ 'Aldy' Aldington – salesman extraordinaire and the man behind Bristol's post-war adoption of BMW 328 engineering – the 1948 saloon wears high-tech haute couture. One of eight, its body design taught Bristol Aeroplane Company how to build a modern motor car.

Not that UMC 315 got down and dirty itself. Only Touring's original 1947 prototype attended the Bristol factory as a classroom aid, test vehicle and eventual styling buck. This car – chassis 401/206 – is one of seven 1948-made offspring, built on newer 401 chassis to translate Superleggera's tailoring from bespoke to made-to-measure. Vitally, the 1947 shape and structure made it through almost untouched, so this racing red starlet struts the very same stuff that inspired Bristol.

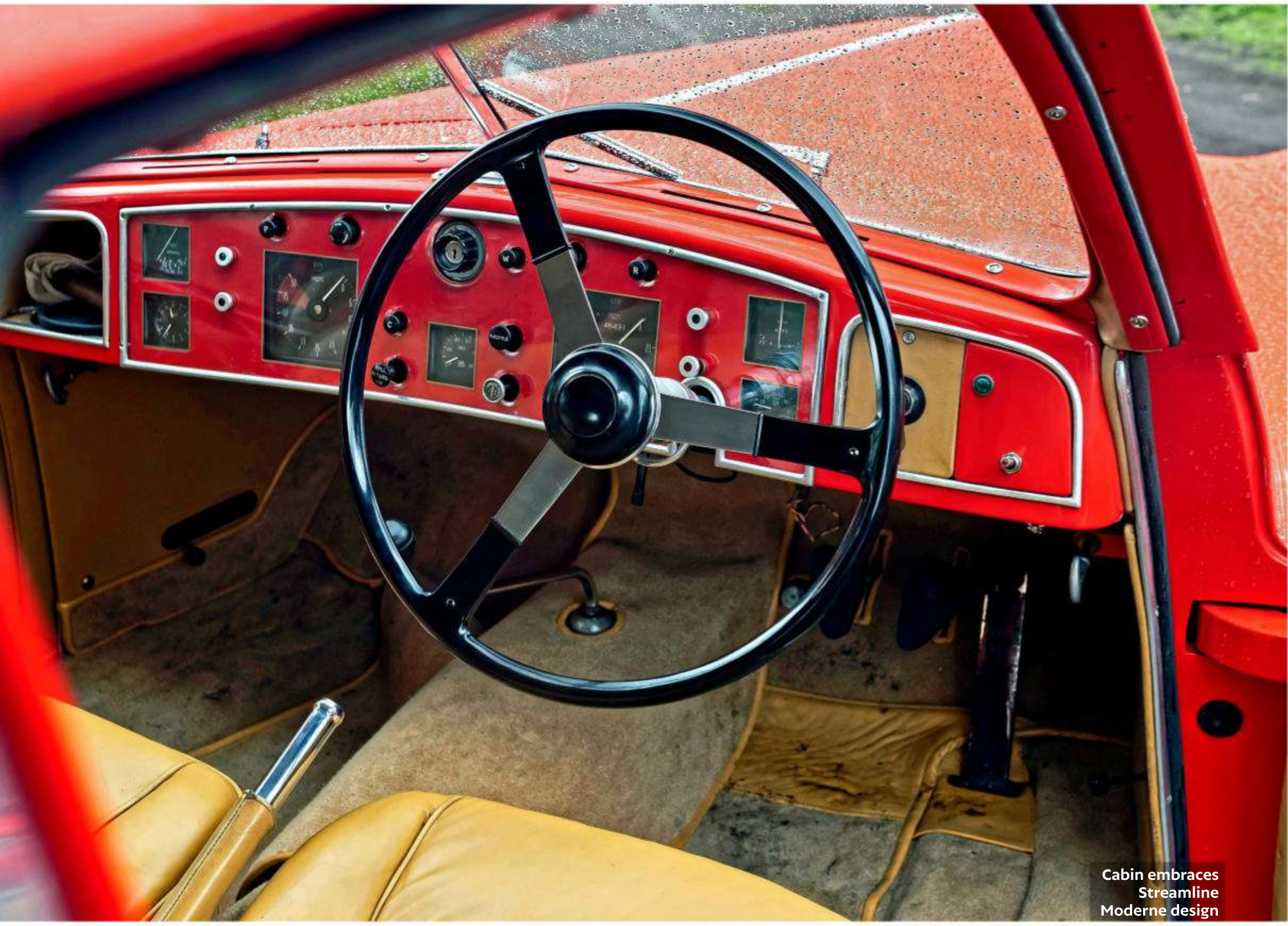
Though its BMW mechanicals were still on the post-war pace, by 1946 it became clear that the 400's localised take on Thirties 327 bodywork was so last season. Keen to start sales, the company pressed ahead with production, but the search for a more contemporary style was on.

Aldy knew just where to find it: Italy. Grabbing a pair of prototype 400 rolling chassis, he engaged two of the most prominent Carrozzerie and briefed them to produce rakish, continuous bodywork. One car went to Torinese firm Farina, where it became a body-on-frame convertible that strongly evoked the contemporary Alfa Romeo 6C 2500 Sport Cabriolet, only to meet a frosty reception on its return home. Better luck awaited the second experiment: a sharp-styled saloon by Touring, constructed to Superleggera principles.

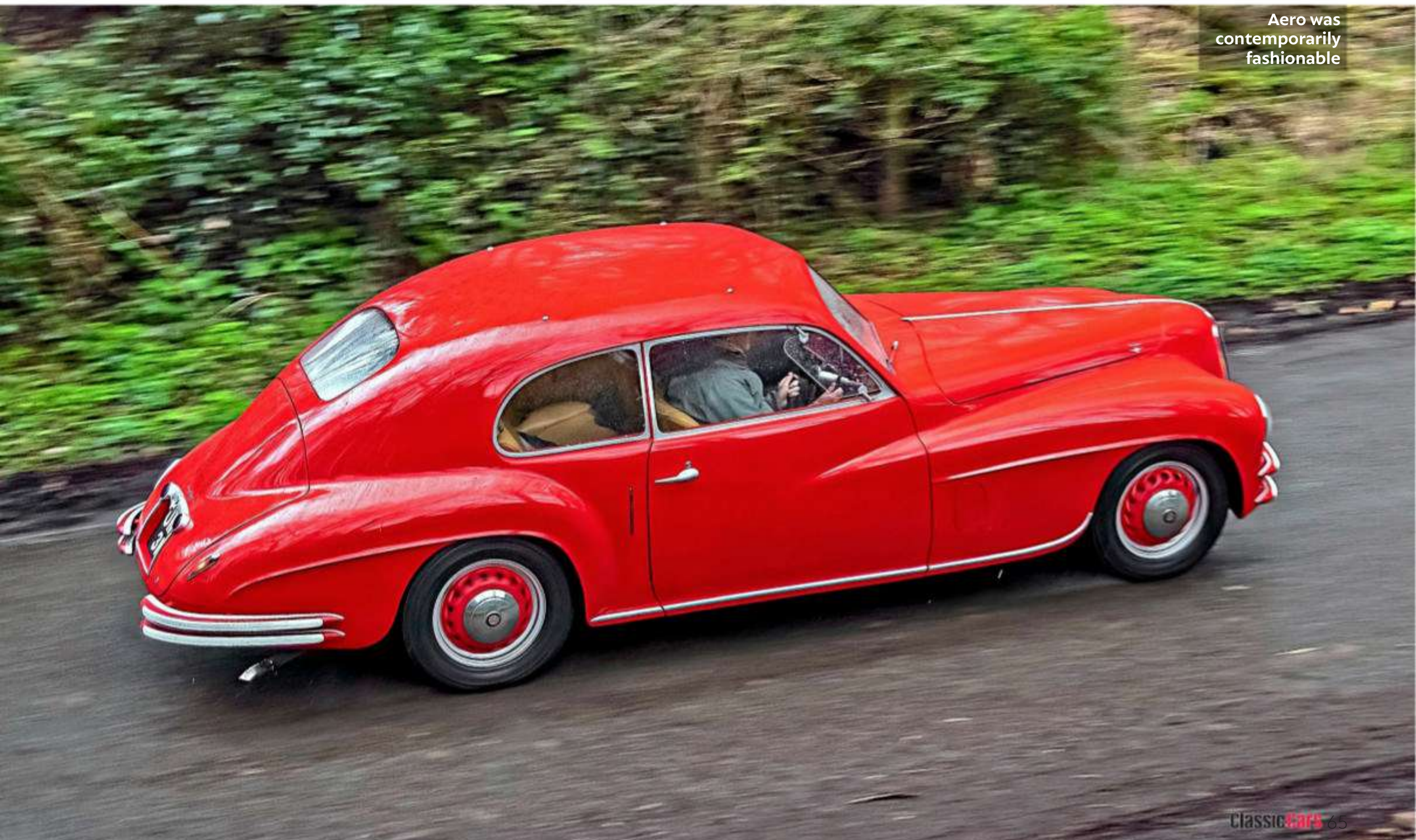
> 'It's fresh and eager, as if I'm piloting a 401 Saloon that's been on a two-week detox'

The shape stunned, but Bristol was much more interested in how it went together. Come July 1947, soon after the body was completed, Touring co-founder Felice Bianchi Anderloni and son Carlo were invited to BAC headquarters in Filton, Gloucestershire to share their secret. Carlo's wife Anna acted as translator. Aided by the prototype, which soon shed half its panels for the purpose, the Italians spent the next two months teaching their assembly method to anyone who asked.

It still stuns today. Check out the smoothly all-enveloping coachwork, refined with aerodynamics in mind. Witness the tall, airy glasshouse and the long, sill-covering doors. Inside, you gaze across the uncluttered Streamline Moderne of the cabin, characterised by crisp lines and surprising details. Honed and reinterpreted, each feature would make the leap from Touring to the off-the-peg 401 Saloon. Can you blame Bristol for playing contemporary copycat? For a British marque whose home-grown 400 relied on running boards and separate wings, timber



Cabin embraces Streamline Moderne design



Aero was contemporarily fashionable

Superleggera
UMC
315

‘It still stuns today, with its smoothly all-enveloping coachwork refined with aerodynamics in mind’

'Super light' build pioneered by Touring

Inline-six has sports car-like performance

Superleggera informed future Bristol design

frames and recycled pre-war looks, the Superleggera body was clearly designed for a new era.

Its high-speed driving dynamics were a giant leap forwards too. Where the Bristol-built 400 scuttle-shakes, lists and rolls over rough roads, feeling increasingly heavy and inert under load, the Superleggera provides a taut but far livelier platform for the strong engine and sharp steering so characteristic of early Bristols. Slicing down country lanes, accounting for a brief off-centre dead zone, I can flick the Touring into turns with a precision unlike any early series-production Bristol I've tried before, feeling the whole chassis dart into action as soon as the front wheels pivot.

The whole car is fresh and eager, as if I'm piloting a 401 Saloon that's been on a two-week detox. I hit the brakes and they bite faster and harder; just cracking the over-firm throttle is enough to rouse the torque-rich midrange. There's always grip to spare, and the telescopic dampers help keep the Superleggera tightly tied to the road. Body roll and pitch still feature – just like its stablemates – but the movements are briefer, smoother and much less likely to overshoot what the suspension can handle.

I'm driving faster and further than I planned, marvelling at how this squat stance and can-do attitude meld with especially high levels of communication and predictability. It's not the car I imagined. Informed by the stolid 400 and the light, competent but cocooning 401, my preconceptions pictured a capable, willing but undemanding gentlefolk's express that stopped short of nuanced chatter and sports car attitude. But this car's got both – and by the bucketful. They pour through a self-controlled chassis, which reports the road without often being distracted by it, and a fluent three-spoke rim.

Already manageable at anything above a crawl, the steering lightens appreciably with speed, then loads up through corners with a winding sensation that yields nuggets of subtle, palm-bumping weight for feedback. It's quick enough that I rarely cross my hands and, imbued with a pronounced caster response that tugs itself and the whole car straight, it amplifies all the usual benefits that the rack-and-pinion design bestows on Bristols. It also capitalises on the coachbuilt car's scant body mass and enhanced rigidity to offer twin benefits: more incisive turn-in, and a capacity to change course mid-way through corners.

The secret to these skills lies in Touring's patented Superleggera construction process, a technique that would shape a generation of Bristols to come. In traditional car body manufacture, a solid timber or metal frame was built atop a separate chassis to support usually steel panelling. It was a laborious, heavy but straightforward approach, dating back to

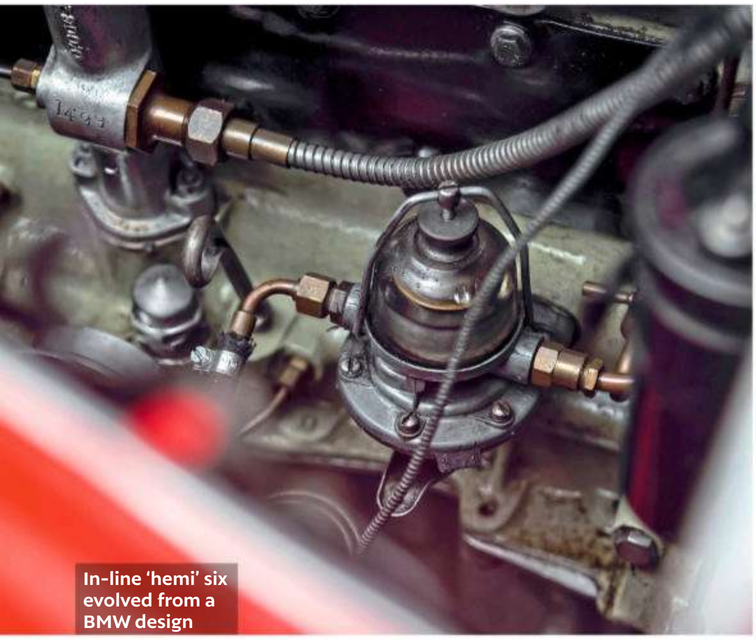
OWNING A BRISTOL SUPERLEGGERA

'It's a 50-year passion I'm afraid,' says Guy Ferrington, who owns both 401/206 and its 401 Farina convertible counterpart. 'I got interested in Bristol Cars at age 14, because of their history, their sole showroom and the eccentric boss Tony Crook. Then I began looking into the even rarer special-bodied cars, so when this Touring became available I couldn't resist! That was November 2009.

'It's beautifully proportioned and the fact 401/206 still has its correct engine really appealed. Since acquiring the car, I've also fitted as-original Solex carburettors, Michelin X tyres, hessian carpets, and a period toolkit. Sourcing the right door, window and boot seals meant buying Alfa Romeo 2500 SS parts, because the Touring bodies are near identical. Other projects included replacing the clutch, adding an overdrive and completely rewiring the car, which allowed me to reconnect the semaphore trafficators and remove the indicators.

'I prefer the Touring to my Farina. I just love the styling. It's the prettier, more beautifully proportioned car and, because it's so light, it's the faster and more nimble one too. If I had to pick a highlight, nothing beats going up the ramp at Salon Privé in 2012, particularly because Derek Bell was compèring. Driving back from Prescott with expiring brakes was the low!'

Touring input was a turning point for Bristol



In-line 'hemi' six evolved from a BMW design

Better at deflecting wind than the rain

horse-drawn days, which Bristol had employed to create the 400. With its 1936 innovation, Touring offered another way. Still working from a separate chassis, the Superleggera concept shaved weight and gained strength by draping aluminium panels across a cage-like frame.

Formed from a brazed, interconnected series of small-diameter pipes, this detailed but low-mass tubular structure gives a Superleggera body its shape – and connects to the panels above only where necessary. Most of the outer skin simply sits in place, resting upon but not tethered to the tubes below, while the few necessary connection points are mostly formed by swaging. As Aston Martin would later appreciate when it licensed Touring's method to build the DB4 and DB5 – more than a decade after Bristol – the combination of aluminium panels and aircraft-inspired assembly resulted in a lighter, stronger body than conventional coachbuilding could achieve. From the driver's seat, it adds up to transformative agility.

Playing with the pedals, I up my enthusiasm and the car starts pivoting and darting about, twirling the chassis round a low-down centrepoint just behind my back, making me feel an ever more integral part of the driving process. The engine adds to the drama, with an instant, scalpel-blade alacrity that grows into a linear and smoothly consistent power curve. Begging me to keep my foot hard down, its performance climbs and climbs until the square-set tachometer is running out of dial and the exhaust note has tightened to an urgent, high-chested wail. It wants revs. It wants to drive like a sports car. And yet it looks how it looks… beautiful. Every Touring line and detail is a work of art, inside and out, so part of me still labours under the belief that I'm about to uncover a fashion-forwards cruiser.

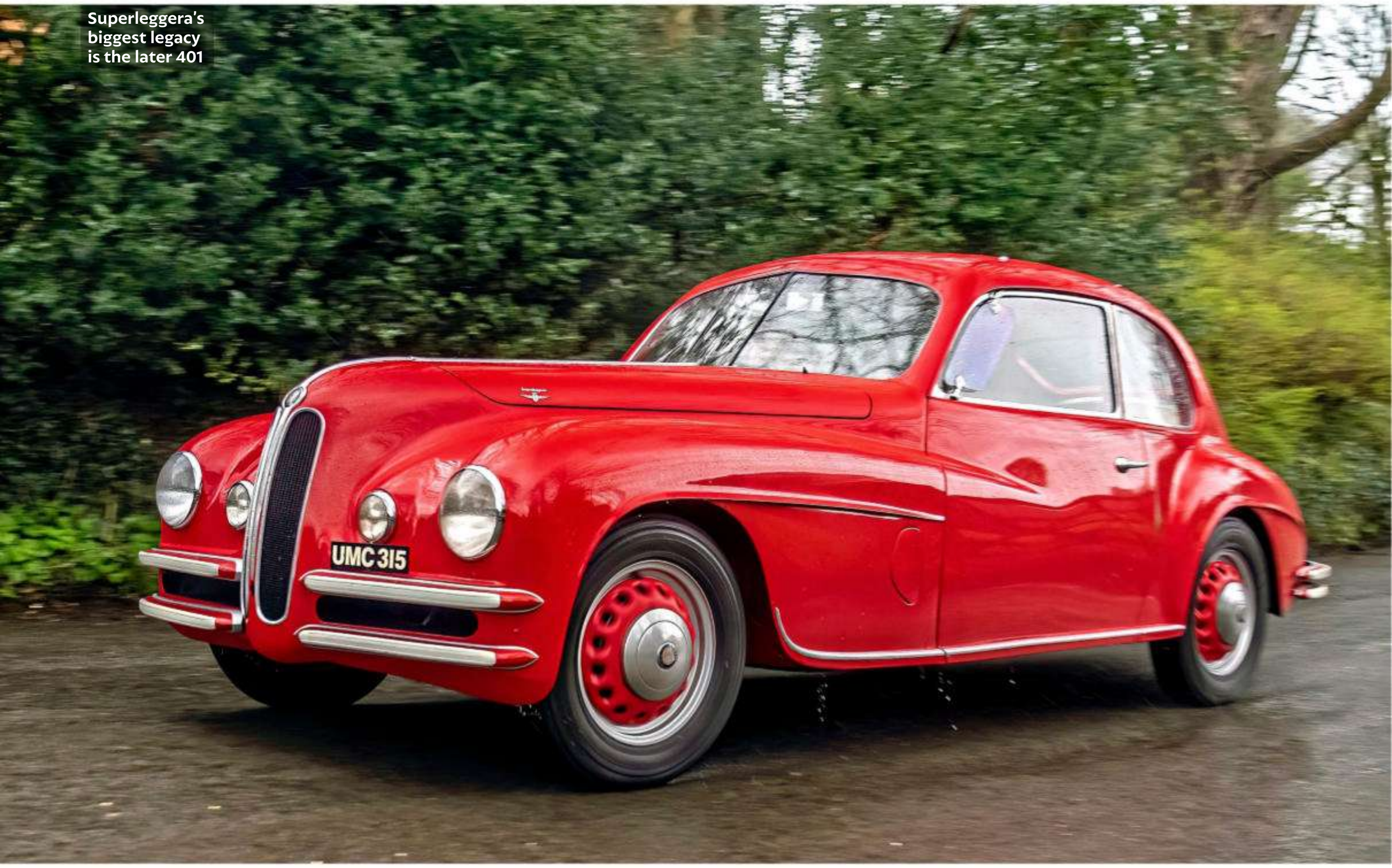
I never do. When the Bristol Superleggera isn't playing to its athletic strengths, the cabin can be a challenging place to sit. In its attempts to shed weight, Touring equipped its design with scant insulation of any kind, so I'm cooking by the heat emanating from the bulkhead and transmission tunnel, perfumed by gasps of fuel vapour and serenaded by whining gears, squeaking brakes and a range of structural sounds. Bumps make bass-drum thumps and compressions fire off echoing cracks, while corners creak the alloy body like a pressure-strained ship's hull. Airflow is another enduring challenge. With the windows up, the windscreens fog. Put them down and the outside comes in, wind, rain and all.

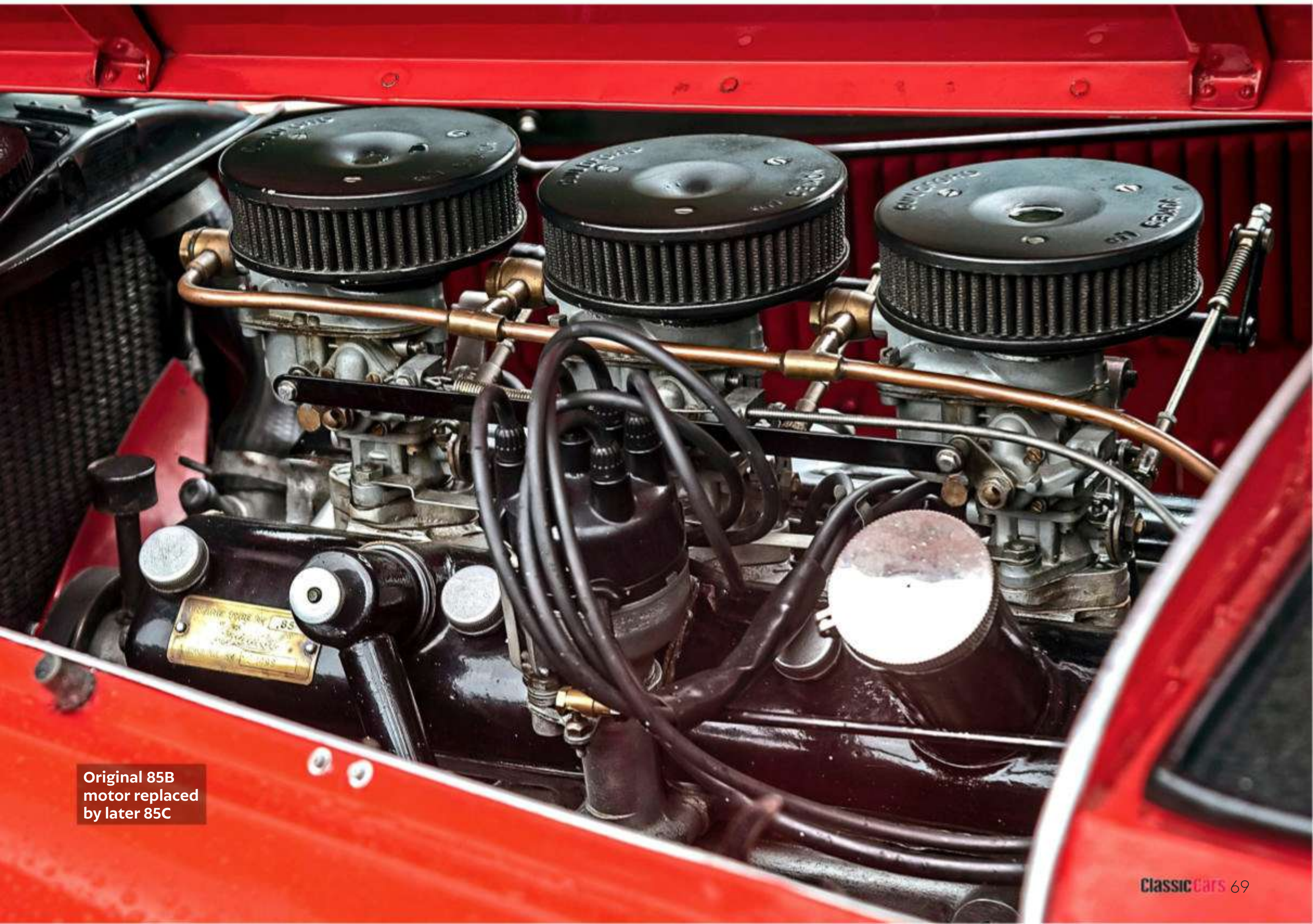
Call me a fashion victim – I forgive every flaw. Cooking and clamouring, soggy or stuffy, the Superleggera still has the runway looks and enviable new-age bone structure to render the 400 irrelevant. Which is what the Bristol development team wanted.

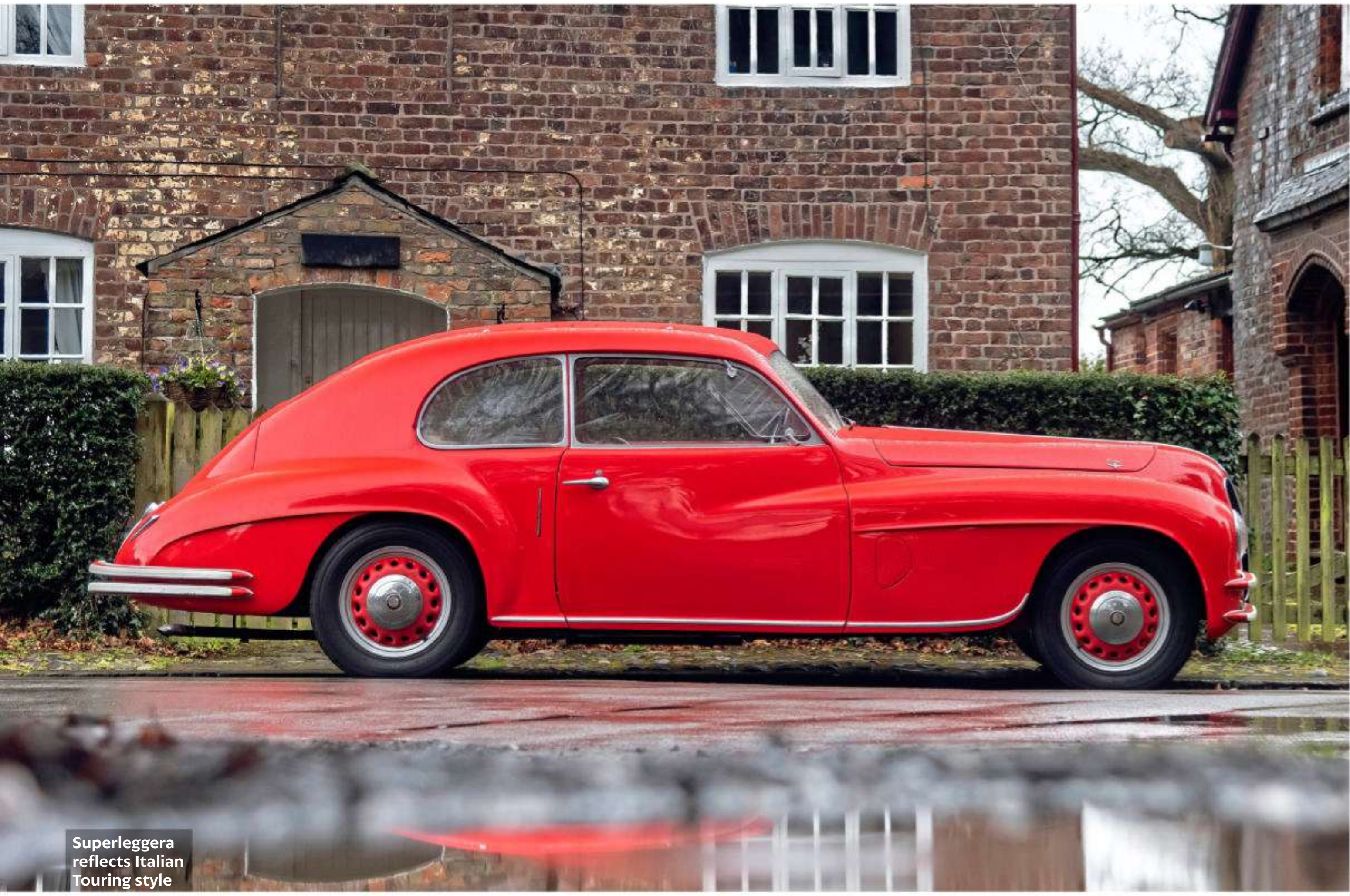
Bristol liked what it saw in Touring's prototype, noting the similarities with its own aerospace construction techniques. Superleggera was their way forwards. Whirlwind months followed, the company retaining the prototype to help create full-scale plywood templates and a replica bodyshell. Stylists and engineers now stepped in to make the shape more 'Bristol,' using plasticine to round out its corners, choosing new lights as well as developing more effective full-width bumpers. The 401 Saloon's exterior design gradually emerged – but that was only half the battle.

Rigorous road and workshop testing exposed the Bristol Superleggera's every ergonomic foible, and not one would be let through to series production. By the time the 401 Saloon made its late 1948 public debut, its personality had been transformed. Heat and sound insulation were everywhere, with vibration dampening materials liberally applied to the doors and floors, while redesigned bulkheads and wheel arches liberated increased interior space. Bristol was finally building the stylish, soothing executive express it had always planned.

Aldy had called it right. But he never reaped the full reward. Though the three Aldington brothers (Aldy, Don and Bill)


Superleggera's biggest legacy is the later 401


Original 85B motor replaced by later 85C



Superleggera reflects Italian Touring style

had been integral to planning and developing the 400, then securing the new styling directions, their links with Bristol drastically reduced in April 1947. It wasn't all bad news, though. Stepping back to car sales, HJ secured himself the sole concession to sell Bristols in London, including a supply of bare chassis. With the Italian designs he'd commissioned still in his possession, and knowing Bristol wasn't taking them any further, he hit upon a new plan. He'd sell both styles to order, underpinned by 401 running gear.

Priced high and offered only to foreign buyers – a tool of the postwar 'export or die' policy to inject cash into the British economy – the £2350 Bristol Superleggera met a modest market. After despatching a first 401 to Touring in early 1948, the Aldingtons followed up with six more rolling chassis that August, including UMC 315. Resplendent in metallic blue with cord upholstery, the finished 401/206 emerged into the Italian sunshine in 1948, where it remained for a hectic few months. As the man himself later recalled, the Bristol acted as Carlo Anderloni's personal car, served as a Mille Miglia recce vehicle and, following a refresh into its present Rosso Corsa with leather upholstery, starred on the Touring stand at a motor show in Milan.

An engine swap paused the action in June 1949. Back at Bristol headquarters, with 1455 miles showing on the odometer, UMC 315 surrendered its original 85B motor, in favour of an up-to-date 85C with matching transmission. Both transplants remain in the car today. It returned to Italy soon after, was sold to Switzerland, then disappeared for decades, until the Zweimüller family uncovered it in a Geneva scrapyard. Renowned restorers by trade, they'd spent three years restoring 401/206 to its present glory. The classic car world took notice: the Bristol received an invitation to the 1997 Villa d'Este concours, where it was reunited with Carlo Anderloni. The meeting was immortalised in film, and made the front cover of the designer's 2004 biography *Il signor Touring*.

What better way to commemorate a career? The Bristol Superleggera is such a rare blend of visual and tactile delights. How the purplish-black sun visors hinge about filigree pipes is just as impressive as the way its straight-six flings us down the road, feeling so much sharper than the Bristol norm. Keen, clean handling and copious feedback share my affections with the metallic mirror-image arc that turns each door pocket into an elongated cat's eye. But undoubtedly, its greatest legacy is the car it became: the 401. Learning every lesson the Touring design could teach – and constructed via the Superleggera method, used under licence – the first of the Aerodynes was Bristol's smash hit. More than 600 401s had sold by 1953, rising past 900 when you include the related 402 and 403. And it all started here.

1948 Bristol Superleggera

Engine 1971cc inline-six, ohv, triple Solex 32BPI carburettors **Power and torque** 107bhp @ 4800rpm, 126lb ft @ 3700rpm **Transmission** Four-speed manual with overdrive, synchromesh second through fourth, rear-wheel drive **Steering** Rack and pinion **Suspension** Front: independent by upper wishbones, lower transverse leaf spring, Bristol telescopic dampers. Rear: live axle, torsion bars, a-frame, Bristol telescopic dampers **Brakes** Front and rear: Lockheed hydraulic drums **Performance** Top speed: 98mph (standard 401 saloon); 0-60mph: 16.1sec **Weight** 1266kg (2786lb) (standard 401 saloon, this car less) **Fuel consumption** 20mpg (401 saloon) **Cost new** £2350 ***Classic Cars* Price Guide** £25,000-£62,500 (401 saloon, this car more)

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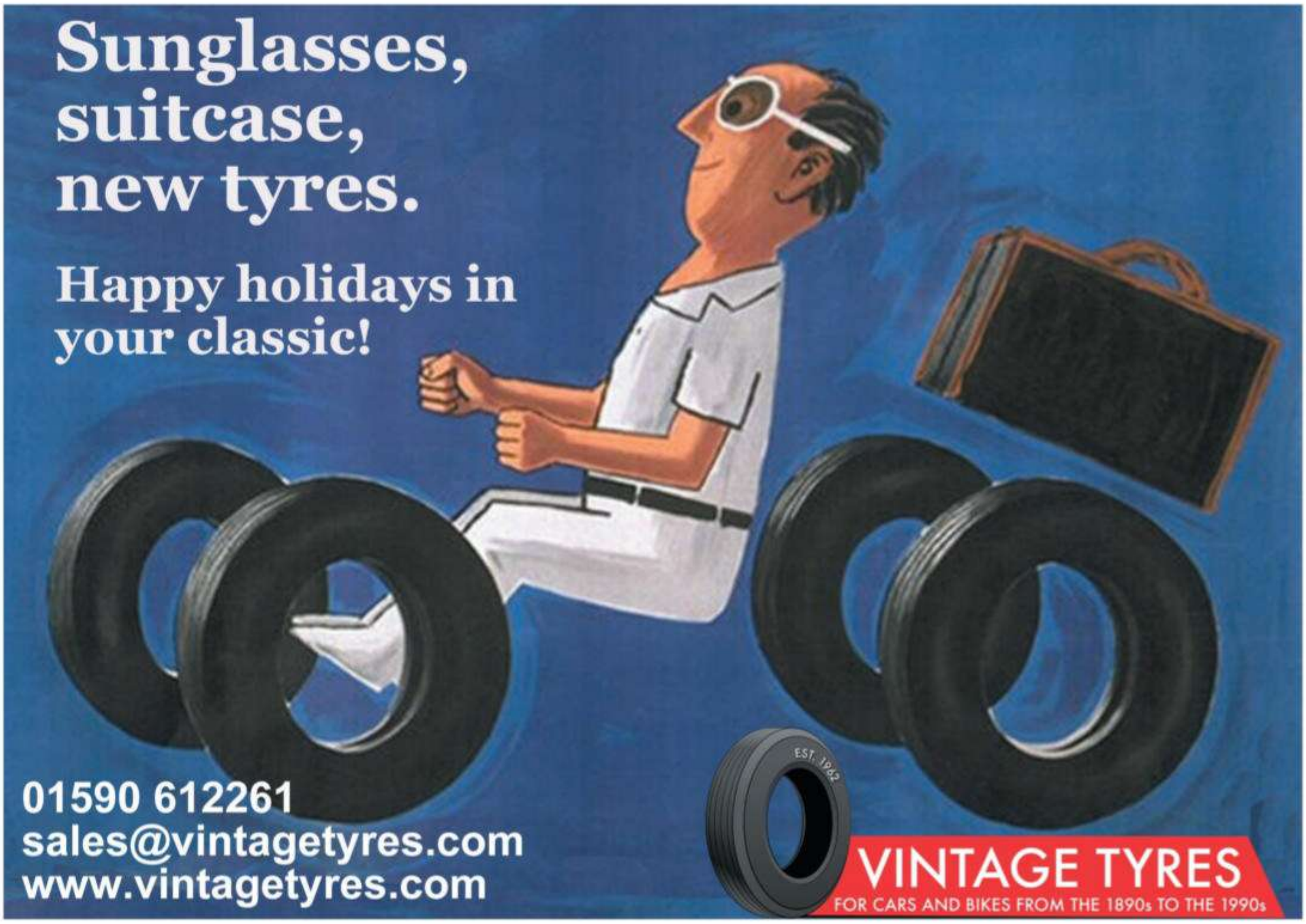

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[Epic Restoration]

'It was a true scrapper when it turned up – everything required attention'

Dismantled and abandoned in the Seventies, this Jaguar E-type presented a clean-slate restoration opportunity for Clayton Classics – but was this possible from several boxes of rusty bits?

Words SAM DAWSON Photography STUART COLLINS

We were looking for donor cars for Jaguar E-type restorations, and this one came up for sale, in a very unfinished and dismantled state,' explains Dean Allsop of Coventry-based Clayton Classics, referring to this now-gleaming Series 1 fixed-head coupé. 'I negotiated and bought what was essentially a bodyshell, and boxes upon boxes of bits.'

However, Allsop had happened upon something special. 'This 1962 car is the 252nd right-hand-drive fixed-head built,' he notes. 'It was sold by ex-Le Mans driver and Coventry Jaguar dealer Sam Newsome to Gulson Engineering. This Coventry firm, owned by Herbert Hayward and Albert Upham, made small-capacity internal combustion engines, including some used in early forerunners of what we'd now call karts. Then in 1967, when the car was five years old, Gulson sold it to the grandson of former Prime Minister Ramsay MacDonald. By the mid-Seventies, the car was past its best, and MacDonald junior stripped it down, but the restoration never got started and the car remained in his garage, before one of Allsop's contacts tracked it down.

Low point

> **'Realising how many original parts were missing, and thinking to ourselves, "We'll never do this again".'**
> **Dean Allsop**

'Our plan was to start a rebuild, with a view to giving the car a five-speed gearbox and air conditioning, using it as a demonstrator of our services as restorers as we worked on it, until a potential owner came along and we could complete the restoration, alighting on colour and trim choices. But the immediate question was, exactly what had we bought?'

Assessing the project

'What came to us was a bare bodyshell, with no paint on it, and evidence of some historic bodywork repairs which hadn't been done to a particularly high standard,' said Allsop. 'And lots of boxes of bits, which we hoped had the rest of the car in them.

'Bodyshell pushed to one side, we laid out all the parts from the boxes on the floor, to try to determine what we had, and if they were salvageable. It became pretty evident early on that there were some components missing, and I remember saying, "Right – we're not buying another dismantled car again!"

'Trim parts especially seemed to be absent. Little tricky-to-find things like the metal components that need finishing and fitting to the interior. The sun visors were missing, the centre console would need completely remaking, and the aluminium trim parts were gone, as were the doorhandles and windscreen wipers. The lights and wheels were unsalvageable, and the surviving fabric and leather trim and glass had to be thrown away.

Epic Restoration of the Year

This Jaguar E-type is one of 12 Epic Restorations you'll be able to vote for in 2025, with the chance to **win fabulous prizes** of premium workshop gear from Machine Mart, including this quick-acting Clarke Devil infrared heater to keep you warm in your garage this winter *classiccarsmagazine.co.uk/EpicRestoOfTheYear*. T&C apply

Machine Mart

*Prizes subject to change. They will be confirmed by the May 2025 issue

'Thankfully the brightwork was all intact, and just needed rechroming. The engine was still attached to its original Moss gearbox, but when we started the engine stripdown we decided to put the Moss unit back in its box. A new five-speed had already been ordered, for improved flexibility and driveability.'

Bodyshell

Although the paint had already been stripped off the bodyshell in the Seventies, making assessing its needs superficially easier to determine, it was still a daunting task, as Nick Reeves recalled. 'It needed a complete overhaul,' he said. 'Including new front floor sections, toe boards, rear numberplate panels, engine frames, sill end plates and support bars, and new door drip trays – they were all too corroded to refurbish, new metal needed letting in. There had also been poor repairs to the bonnet, A-posts and rear wheelarches.

'The new body panels needed hammer work, to reshape repair sections before welding. I split the bonnet into three individual panels – along the beading at the top of the front wing sections – to work on separately before re-bonding them back together.

'After the brightwork returned from rechroming, the next stage was to ensure it all fitted, before removing it and coating every surface with epoxy primer.'

Once the primer had cured, the bodyshell went to Phil Beveridge. 'With regard to fit and finish, you have to get an E-type absolutely right at the body-in-white stage,' he said. 'People often end up doing them in the wrong order, trying to get the panels to fit once they've already been painted or had trim and seals fitted, then end up with doors that are too hard to seal, or which need too hard a slam to close, which damages them. People also try to do too much at once with them, rushing the job – while these were mass-produced cars, they were still largely handbuilt and this needs respecting in restoration too.

'Panel fit, especially on the tailgate, needed to be done slowly. Having trial-fitted the hatch, I undid the bottom hinge, and realised the top hinge sat too far outwards. I refitted the bottom hinge, then made tiny adjustments, until the top of the hatch was aligned and the upper hinge could be properly fixed in place. Jaguar had people doing this on the lines when the E-type was new, but tolerances weren't as people expect these days.

'To fit the doors, I used a credit card to test the gaps for evenness between their leading edges and the A-posts, before fixing the hinge locations. Once all the panels were in place, I used Vernier calipers to ensure consistent measurements all-round. Then the panels could be taken off again for painting.'

But what colour to finish the car in? 'We'd avoided choosing a colour for as long as possible, waiting for a customer to come along,' said Dean Allsop. As the team worked on the car, the direction of the restoration took a fresh turn. 'Then sure enough, someone met us at a classic car show, and said he wanted a freshly-restored E-type. I agreed a price with him, and we decided to continue the build to his specification.

'We had quite a lengthy debate about the colour though, to the point where we ended up painting the bonnet in three different shades – although it was originally red, we came down to this Indigo Blue, British Racing Green, and Opalescent Golden Sand, and took it out into the car park so the natural light could hit it and he could choose. He deliberated for an hour over the colour choices – trim as well as bodywork – before choosing this combination. Then we stripped the trial paint samples off and got to work spraying the whole bodywork.'

Emerging from '70s interment

Impact damage under primer

Door fit was painstaking

Rotten floors replaced with new metal

Engine frames replaced with all-new parts

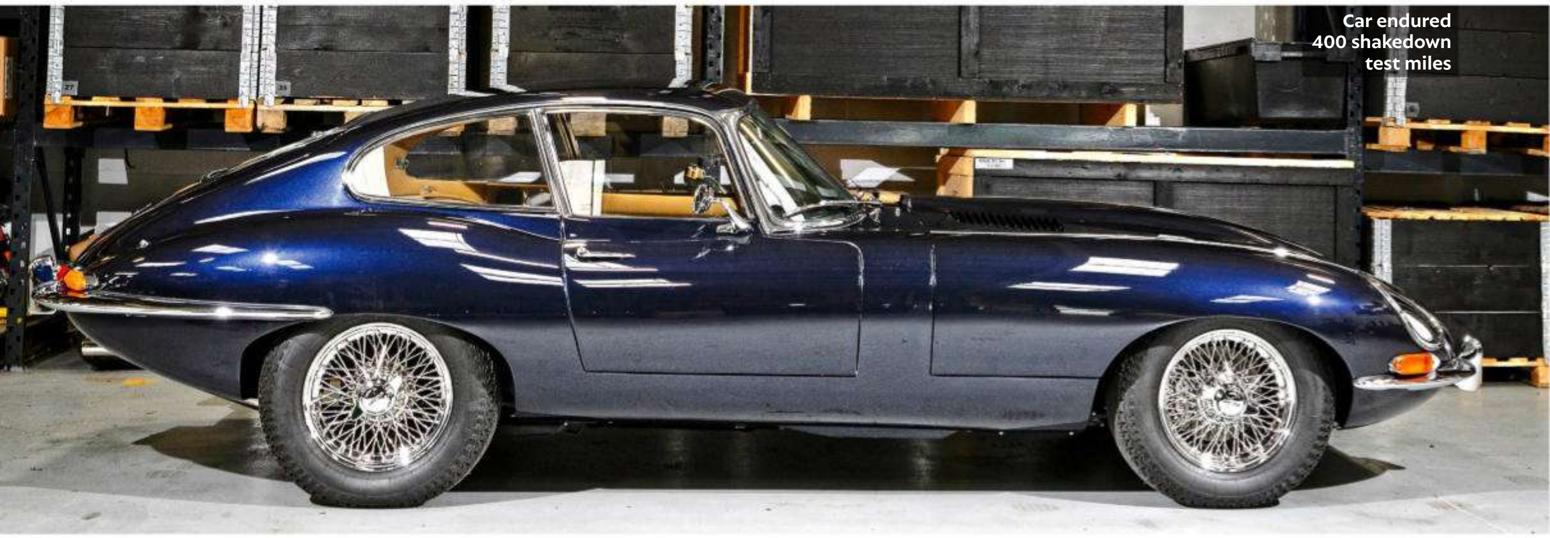
Rear hatch fit took several attempts

Nick Reeves explains the paint process

Three options assessed before Indigo Blue

Dean Allsop points out subtle upgrades

Engine was badly worn and carbs missing

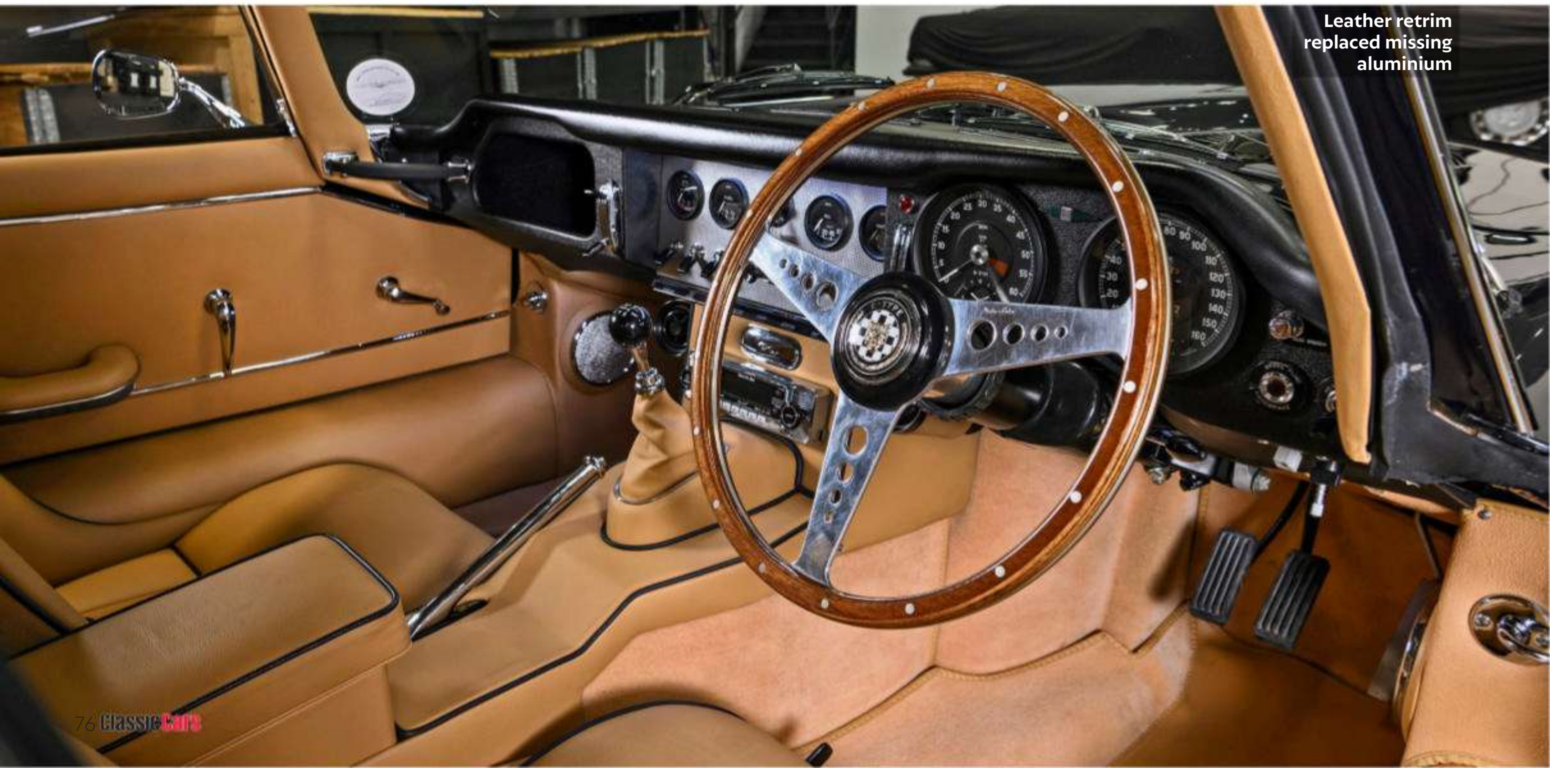


Car endured 400 shakedown test miles

Rear suspension very rusty before shotblasting

Fosseway brakes a Clayton Classics upgrade

Aluminium reservoirs replace plastic



Leather retrim replaced missing aluminium

After painting, it fell back to Reeves to mastermind the detailing and finishing. 'I had to assess the paintjob for defects – dust nibs and inconsistencies – which I ironed out by flatting in the case of the nibs, or heavy polishing in terms of other marks.

'You start sanding with four or five different grits to take any nibs off, then three different pile lengths of orbital polishing cloth, depending on the severity of the orange peel in the finish.

'On this car, I didn't have to do much of that though. The trickiest job was fitting the seal retainers and rubbers on the bumpers and doors, which always results in some levels of marking to the paint around them. I had to take the marks off as I went along, using sanding blocks, then a small-orbit dual-action polisher, which both spins and orbits for the most thorough smoothing action.'

But just like Beveridge, Reeves had to take care to ensure the panels fitted properly. 'When I refitted the doors after painting, I had to check their closure wasn't too easy or too hard,' he says. 'And once the trim and seals were in place, no wind noise or water ingress, while also putting them back on without damaging any of the trim or paint, and still keeping the panel gaps consistent. E-types have a naturally tight panel fit, and their doors often catch on their A-posts. If you attempt to paint the doors with the seals in place, they won't fit the bodyshell because the paint adds thickness and that puts more pressure on the seals which, given the tolerances on the E-type, is enough to prevent a flush shut. So I had to test-fit the painted doors with the seals in place, then remove them, fit them without the seals, then apply them afterwards, cut to fit. Once the car was completely reassembled, I took it outside and blasted a garden hosepipe at it to make sure none of the seals were leaking.

High point
'When you get to the point where the car is complete and you're on the road, shaking down issues.'
Nick Reeves

'You can always tell an E-type that's had off-the-shelf replacements because their doors will end up standing proud and won't close properly. You have to go through this process of modification, echoing the handbuilt process of the Sixties, because aftermarket parts are very variable.'

Engine and gearbox

'The cylinder head and block were together, but we found no carburettors among the boxed items, and the inlet and exhaust manifolds had been removed, so we'd need new items,' said Allsop. 'But it was a rested engine that hadn't been turned over for quite some time.' After initial assessment, Phil Beveridge handled the mechanical restoration.

'The car was a true scrapper when it turned up – everything required attention,' Beveridge explained. 'I stripped down the engine, looking for signs of damage, and crack-tested the block. I also checked each conrod for bends and twists – they were all true, but the little ends were badly worn and needed replacing. At the end of the assessment, I reasoned that the block, head, conrods and crankshaft could all be reused, although I'd rebuild it with a rear lip seal conversion on the crankshaft because the original Archimedes scroll was leaking.

'It needed new pistons, and I also removed the cylinder liners from the block. Most people restoring Jaguar XK engines don't do this, but in an XK there's a little window where the coolant passes by, which needs keeping clear. This is hidden by the liners, but it gets covered in sludge, blocks up and causes overheating. It's another £1000-worth of machining work, but in the name of reliability, it's worth it.

MY FAVOURITE TOOL

Laser Tracking Gauges
'Near the end of a restoration, you need to get toe-in and -out, castor and camber just right,' says Nick Reeves. 'You hook these gauges over the wheels and they project two lasers at each other. There's another pair of lasers to set camber. You add or remove shims from the suspension assembly until you have the required angle to the wheels.'

'The cylinder head itself was reusable, but I needed to fit new valve guides and followers. I reprofiled the cams, and altered the valve clearances. The original 3.8 valves have four thou inlet clearance and six thou exhaust. I reprofiled the original cam lobes to negate any wear and get them consistent, then reshimmed to eight and ten thou. This results in a longer life for the original camshafts, less duration, better performance and a smoother tickover. I've done a lot of learning on these engines, to the point where I'm now re-engineering them. We ran the rebuilt engine on a jig before putting it in the car. With a new set of carburettors in place, it let us set them up at tickover, and check for any oil or coolant leaks – it's a pig to get the engine in and out of the car if you only find them once it's been installed!

'The gearbox is a five-speed conversion made by E-Type Fabs. It uses Tremec – formerly Borg Warner – T5 internals built into a Moss-style casing, so I could use a standard E-type clutch with it, with the plate modified to accommodate the new input shaft. The differential is the standard 3.07, which just needed refurbishing. The crownwheel and pinion were in good condition, but I sleeved the output shafts. Where the lip seals sit at the rear output flanges, they tend to wear, flicking oil out, so putting a thin metal sleeve on it prevents this.'

Dean Allsop added a safety-conscious finishing touch to the engine electrics. 'It's got twin solid-state fuel pumps,' he adds, 'with options to switch between them if one fails, or both off together for security or in an emergency. We also make our own aluminium fluid reservoirs – the plastic originals can crack.'

Suspension

Nick Reeves rebuilt the E-type's suspension. 'Thankfully, we had a complete set,' he says. 'But the bearings were completely shot, and every suspension component needed stripping, derusting, repainting, rebushing or plating in some way, to the point where it became more economical to buy in new replacements.

'The differential casing is original, however, as is the independent rear suspension cradle. They were very rusty though, so I shotblasted them, coated them in epoxy primer, painted and reassembled them, save for the new arms and aluminium hubs.'

Just because many of the suspension parts were brand new didn't make the rebuild any less protracted though. 'It took ages setting the suspension up – the rear camber in particular,' says Reeves. 'This was where our laser tracking gauges proved invaluable, but it was a case of setting the alignment, hoping you've got it right, taking it for a test drive, letting it bed in, realising it needs more castor or camber, reshimming, realigning, another test drive – and so on.'

Dean Allsop recalls the test-drive process; 'We had issues with both the ride height and brake balance,' he says. 'I did 150 of the 400 test-drive miles in total, coming back with a list of snags each time. But the errors I would see would not necessarily be the same errors that others would find. In total, four of us carried out extensive test drives of the car until we'd arrived at the right suspension and brake settings.'

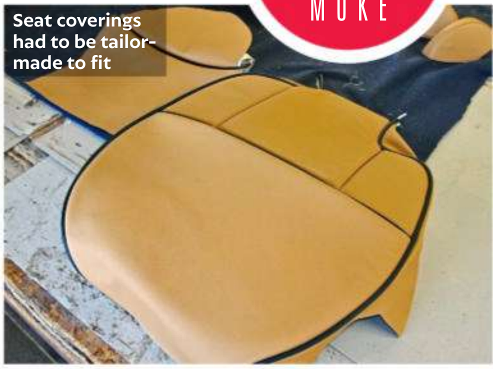
E-type served as showpiece for Clayton Classics

NEXT ISSUE
1965 MINI MOKE

INTERIOR
PANEL

Air conditioning integrated into the footwells

Most interior trim parts were missing



Seat coverings had to be tailor-made to fit

Interior and Electrics

Allsop tackled the car's electrics himself, which needed building from scratch given the rotten or nonexistent state of the originals. 'The original wiring loom was scrap,' he said. 'When we were laying out the parts in their boxes on the floor of the workshop, I touched it and it just disintegrated!'

'So, I ended up taking a standard E-type wiring loom and adapting it to this car,' he says. 'With E-types, we use an uprated fuse box which takes more modern connectors for higher voltages which has to be amalgamated into the car, for reliability and to be able to run systems like air conditioning.

'At Clayton Classics, we have designed an air conditioning kit for E-types. We took out the original heater box, and put one of our kits with an evaporator inside the 1962 housing. It looks very similar under the bonnet, although I also needed to add a condenser in front of the radiator, and run pipes into the cabin.

'I integrated the air conditioning controls into the original heater switches. A thicker, higher-grade cable wiring carries more current, but the dash's original toggle switches control it.

'But I needed to add additional vents to deliver the conditioned air. They're subtly worked into the cabin either side of the centre console. However, this meant relocating the original stereo speakers within the footwell. I also fitted another pair of speakers in the rear of the car, beneath the rear three-quarter windows, to deliver proper modern stereo sound.'

Chris Turley handled the retrim with his father Mick. 'When you're trying to save original E-type leather, if it's in poor condition – as this one's was – it ends up just crumbling if you try and rescue it, and stitch in new leather alongside it, and with varying thicknesses and deterioration over time, a restored seat can end up looking like a patchwork quilt,' said Chris. 'We figured we were better off starting from scratch.

'Everything was rotten, so we had to go back to basics; shotblasting and powdercoating the original seat frames, and applying plywood strips around the seat squabs and bases. So much interior work goes on that people aren't aware of when they sit in the car. The metal brackets for the wood were reusable, but the wood itself was rotten, so we used brand new three-quarter-inch marine ply for the bases of the seat cushions.

'As for the trim itself, we tailor-made everything, cutting fresh leather to measure. Although plenty of places supposedly sell replacement E-type interiors, it's of variable quality and you can't get anything off-the-shelf that'll fit. Even factory-approved spares always need some more material messily adding or taking away in order to fit cleanly.'

Aftermath

Despite having his perfect E-type delivered, Dean Allsop's client didn't use it much. 'We actually put more miles on it test-driving it than he did touring in it,' says Allsop. 'After putting just 300 miles on the clock, it went into storage – for whatever reason he just didn't have enough use for it.'

However, the car won't languish – and you can help ensure that. Having done its duty demonstrating Clayton Classics' abilities with E-type restorations to the public at concours d'elegance and shows, as we go to print with this issue, it's going on sale again. One meticulously restored Series 1 Jaguar E-type, just 700 miles on the clock…

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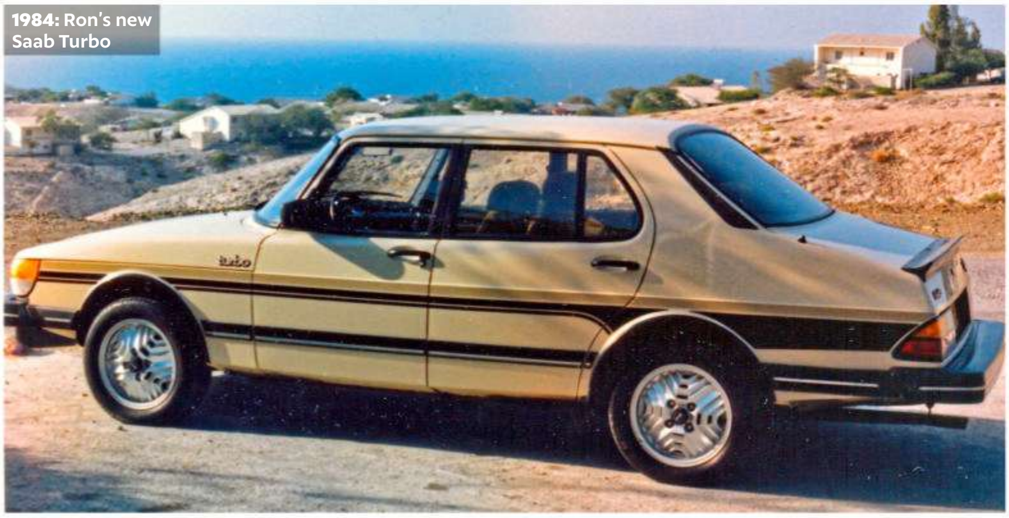
1982: a young Kirsty behind the wheel


1984: Ron's new Saab Turbo

[Life Cycle]

LIFE STORY OF A

Saab 900

Bought new in Oman, this unique Saab was specially built for royalty, but has remained in the same family instead, passed down from father to daughter

Words MIKE RENAUT Photography IAN SKELTON

1985 – A 900 Turbo commissioned by royalty

In 1985, Ron Farnfield received a phone call from the Shanfari Automotive dealership in Oman, asking if he would be interested in a special Saab 900 Turbo it had just received. 'Dad worked for Shell on oil tankers, then as a maintenance manager in Oman; we moved there from England in 1982,' explains Ron's daughter Kirsty. 'He'd owned Saabs since before I was born, part-exchanging a beige 96 for a brown 900GL. In the earliest photos of me being a complete Saab nut I'm sitting in the GL pretending to drive it. The local Saab dealer was fond of me – the little girl who loved Saabs – and gifted me Stahlberg dealer models. I have them to this day in very well-played-with condition.'

As Oman became oil-rich in the early Eighties, one Sheikh wanted something different from the usual Mercedes-Benz. He went to Shanfari Trading (Automotive Division) with a long specification list. 'This man had money to burn, so a special order was placed with the Saab factory in Trollhättan for a custom one-off 900 Turbo,' says Kirsty. Being destined for a desert country, the sunroof was deleted. 'All high-specification 900s came with sunroofs as standard – so a low-spec bodyshell was taken off the production line. That left an erroneous paint code on the chassis. Originally destined to be blue, obviously it never has been. It was moved to the special build area and painted "155 Elfenben" – Swedish for "Ivory" – a light creamy yellow similar to Saab's Alabaster Yellow, or Florentine Yellow.'

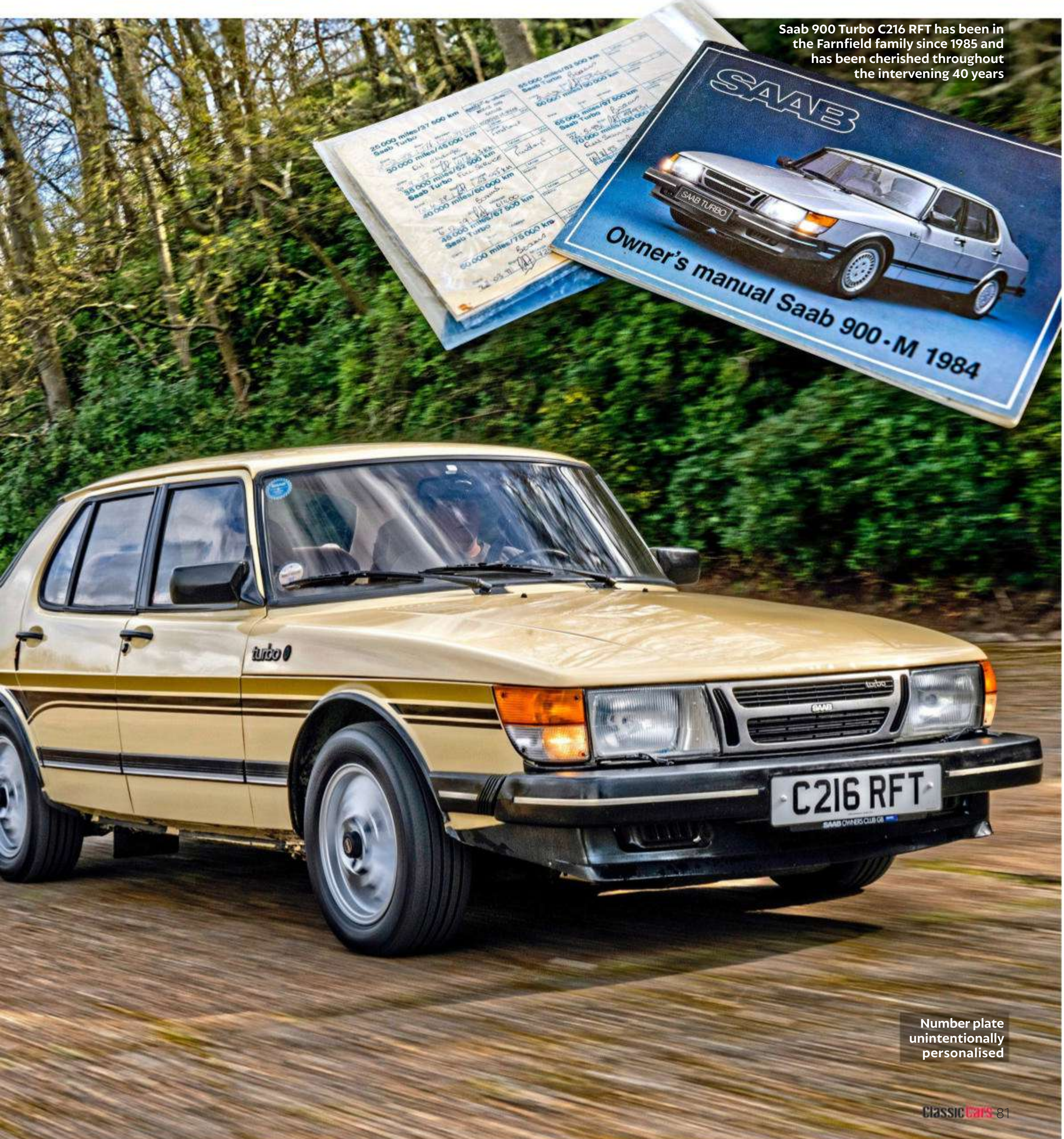
The car was built to the Sheikh's exacting demands – loosely a Saudi specification with every option except sunroof and heated seats. These included a high-temperature thermostat, oil cooler, air conditioning, sump guard, brown-tinted windows, Inca alloy wheels, boot and chin spoilers, cruise control, power steering, central locking, front and rear electric windows, as well as electric mirrors. 'The cashmere velour sports seats mimic the more bolstered shape of the usual leather seat design. There is also Automatic Performance Control, which allows vehicles to run on the lower-grade fuels that are sometimes encountered in different countries. A knock sensor adjusts the timing automatically to compensate.'

December 1985 – Ron Farnfield pays £8800 for the orphaned Saab

However, the Sheikh grew bored of waiting. While the Saab was on the ship from Sweden, he spotted a new Lamborghini Countach and bought that from Shanfari instead. 'Fortunately the salesman remembered that English chap who had expressed interest in buying a new Saab Finlandia or Turbo and made the phone call to Dad,' recalls Kirsty. 'Because I was fascinated with cars, I loved going to the Saab garage and remember seeing it there in the showroom, even though I was only five. I accompanied my mum Sharon on 8 December 1985 when she went to pay for it. At the last minute the dealer tried to push the agreed price up, but she had some rather stern words about the price in the window being what she was going to pay and not a penny more. It was 4200 Omani Rials – about £8800 at the time, and so Dad had his first

1985: Kirsty and her parents buying goods at Omani roadside

1985: Kirsty's grandparents visit Oman



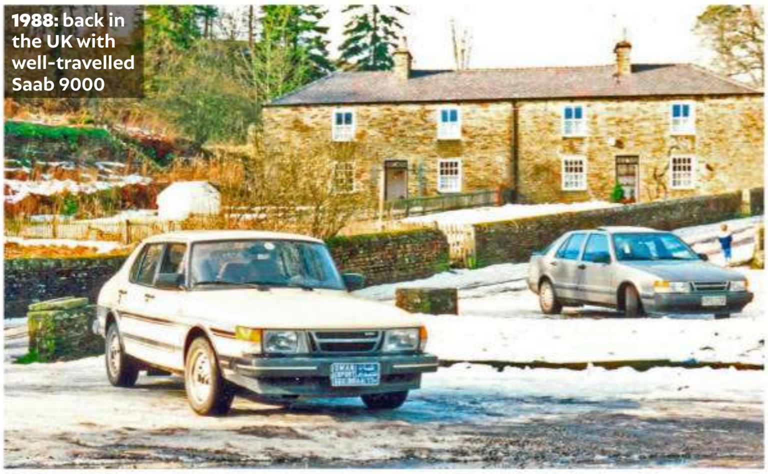
25 000 miles/37 500 km
Saab Turbo
30 000 miles/45 000 km
35 000 miles/52 500 km
Saab Turbo
40 000 miles/60 000 km
45 000 miles/67 500 km
Saab Turbo
50 000 miles/75 000 km
55 000 miles/82 500 km
Saab Turbo
60 000 miles/90 000 km
65 000 miles/97 500 km
Saab Turbo
70 000 miles/105 000 km

SAAB
SAAB TURBO
Owner's manual Saab 900 · M 1984

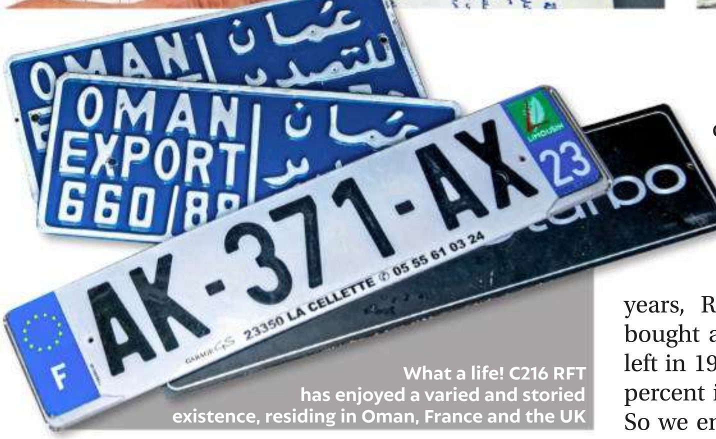
Saab 900 Turbo C216 RFT has been in the Farnfield family since 1985 and has been cherished throughout the intervening 40 years

Number plate unintentionally personalised

1988: Saab air-freighted back to the UK



1988: back in the UK with well-travelled Saab 9000



What a life! C216 RFT has enjoyed a varied and storied existence, residing in Oman, France and the UK

brand new car.' Kirsty was then driven to school in the turbocharged Saab every day.

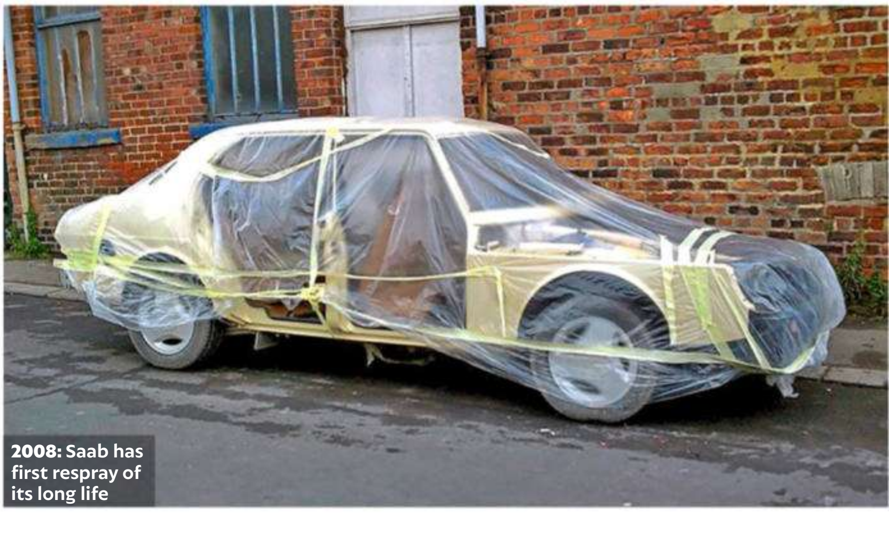
In 1987 Shell moved the family to Diyarbakir, a remote mountainous region of South East Turkey. 'It was just in time for the first Gulf war – which was quite an experience. Shell offered sea and air freight allowances to move your belongings. We loaded the Saab onto a plane at Seeb International Airport and it was flown to London. The Sultan of Oman's retiring private jet – a Vickers VC10 – took the same route a year previously when he donated it to Brooklands Museum, on the same site where it was originally constructed. Both vehicles built for Omani royalty, both flying to new lives in England a year apart...'

The car arrived in January 1988, and Kirsty remembers meeting it at Heathrow in the brown 900GL. 'Shortly after, still on its Oman export number plates awaiting its UK registration, Dad's close friend "uncle" Govert visited – he'd also bought his Saab Turbo in Oman, exported it to his next posting in the Philippines, then back to the Netherlands. His still had Philippine number plates on – it was quite a sight for the little Weardale villages when they went for a drive together.'

Now that the Turbo was in the UK, Ron gave the 900GL to Sharon's father. 'Because we were still living abroad, Grandad also took care of the Turbo while we were away. He took it for servicing at the Saab garage, got the MoTs done and made sure it was ready whenever Mum or Dad were back in the UK on leave,' Kirsty says. By now it was the early Nineties, with Kirsty and her sister at boarding school in North Yorkshire. Their grandparents looked after them during holidays. 'Whenever Mum and Dad were back in the UK, they'd take us for Sunday lunch in the Turbo. The DVLA had given it a 1985 registration despite its chassis plate and Saab certificate of conformity stating it was constructed in October 1983 as a 1984 model. When Dad saw the numberplate he declared, "C216 RFT – Ron Farnfield's Turbo – there; it's personalised."'

In 1991, after living in Turkey for three years, Ron was posted to Cairo in Egypt. 'Dad bought a new Land Rover Discovery, and when he left in 1996, it too came to the UK, avoiding the 300 percent import tax demanded if he'd sold it locally. So we ended up with a big left-hand-drive V8 to go with the left-hand drive Saab.' Ron wanted a garage to house them both, and constructed an extra tall building to fit the Discovery, adding workshop space at the back, double-skinned insulated walls and central heating. 'The Saab now had luxury accommodation in a carpeted garage.

'In 1997, I was at agricultural college in Warwickshire with the British Motor Museum just down the road at Gaydon. During a visit, I met two gentlemen with Saab Owners Club [SOC] shirts. One was John Wood, then chairman of the club. I called my parents – who were by now back in the UK – telling them they should join. They began attending SOC shows with the Turbo and then their 9-5. They also helped organise the National meeting at Beamish Museum, so the 900 was already well-known on the Saab scene in the pre-internet age and before I began driving it myself,' Kirsty tells us. However, despite its pampering and scene familiarity, Ron became tired of cleaning the Inca alloys, so fitted the Turbo with a set of more modern



2008: Saab has first respray of its long life

1990s: Turbo takes family on a trip for boarding school collection in UK

1990s: Kirsty with her sister and parents

‘A special order was placed with the Saab factory for a custom one-off 900 Turbo’

Original interior wears its 42 years well

2008: £4000 was spent on rejuvenation

2014: Ron's Swede steed remains in pastoral France

Kirsty shows Mike unspoilt engine bay

Period-perfect details stun, even in 'Ivory'!

2018: Saab friends on Swedish roadtrip

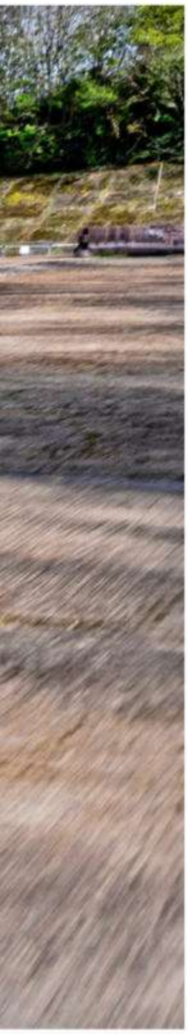
2018: classic car, classic furnishings
IKEA museum

Frost
SJ03 JKV

2015: Turbo returns to UK from France

Saab-vägen
5 - 1
C216 RFT

2018: Saab factory visit on Sweden trip



Aero three-spoke rims. 'It always bothered me because they weren't original. I always said when I got it I'd put its correct wheels on again.'

At this point, the 900 had little road use, although still received regular servicing and care. 'It was always put away clean and dry. The desert air, and being undersealed, Waxoyled and dry-stored in the UK helped keep it in great condition. It's never failed an MoT, or even got an advisory,' Kirsty confirms. 'Dad did threaten to sell it a couple of times, but between Mum and I, we'd always fight to keep it. He tested a brand-new white 900 Carlsson edition asking if he should buy it. Mum and I said an enthusiastic "yes", but when he explained it meant selling "The Old Girl" – as the Saab was always known – the pair of us shouted "NO!" and the Carlsson never happened.'

'The Saab is definitely part of the family, and there are still lots of things that need doing'

In 2004, Ron and Sharon emigrated to France. Their UK house was sold and a family friend offered to put the 900 in his garage until they could export it. 'Which would have been lovely, if he hadn't lied and parked it under a tree on a farmyard for the next four years and not said a word. The entire time we thought it was safely garaged, like it had been its whole life.'

In 2007 Kirsty's parents asked her to drive the Saab over to France for them. 'When I called the person who was "garaging" it, he said it wouldn't start and I should send a trailer. A mechanic friend offered to give it a service and MoT. He later called me saying, "You're going to get a shock…"' Kirsty met him at the garage and immediately burst into tears. 'Our precious Saab was covered in moss and algae. Rust was beginning to show for the first time in its life on the front of its bonnet, the boot and the door sill corners. The underside was still solid but it had never been so neglected. I was both anguished and furious. Fortunately with a basic service – fluid flush, oil, filters, new tyres and brakes – it sailed through its MoT. But visually, it was a mess.'

Kirsty set about finding a body shop she could trust, and received quotes to have a respray done to fix the damage. 'In spring 2008, it underwent the first respray of its life, but there wasn't the budget to get the engine bay refurbished, so that still remains original and untouched. I'll get it done eventually.' Some £4000 was spent getting the car right again, including painstakingly reproducing the complex and period side stripe decals.

Fortunately, the interior wasn't in as bad condition. 'I gave the seats and carpet a good valeting, and my brother-in-law's brother retrimmed the sagging roof lining and rear quarter panels, then I drove it out to France. My parents re-registered it but didn't have a garage so once again it lived outdoors.'

However, it became apparent that maintaining a non-French classic car in France was difficult. 'I had to source parts in the UK, and it was a struggle to find a French mechanic who would work on it,' Kirsty says. At one point a chimney fell on the car, denting and scratching the roof, so in 2015, having only driven around 1000km since 2008, Ron and Sharon returned the Saab to the UK and gifted it to Kirsty. 'It was always going to come to me eventually, but it would be easier for me to care for it in the UK and they didn't want it deteriorating any further. The car arrived back in the UK on 19 October 2015, with 181,939km on the clock.'

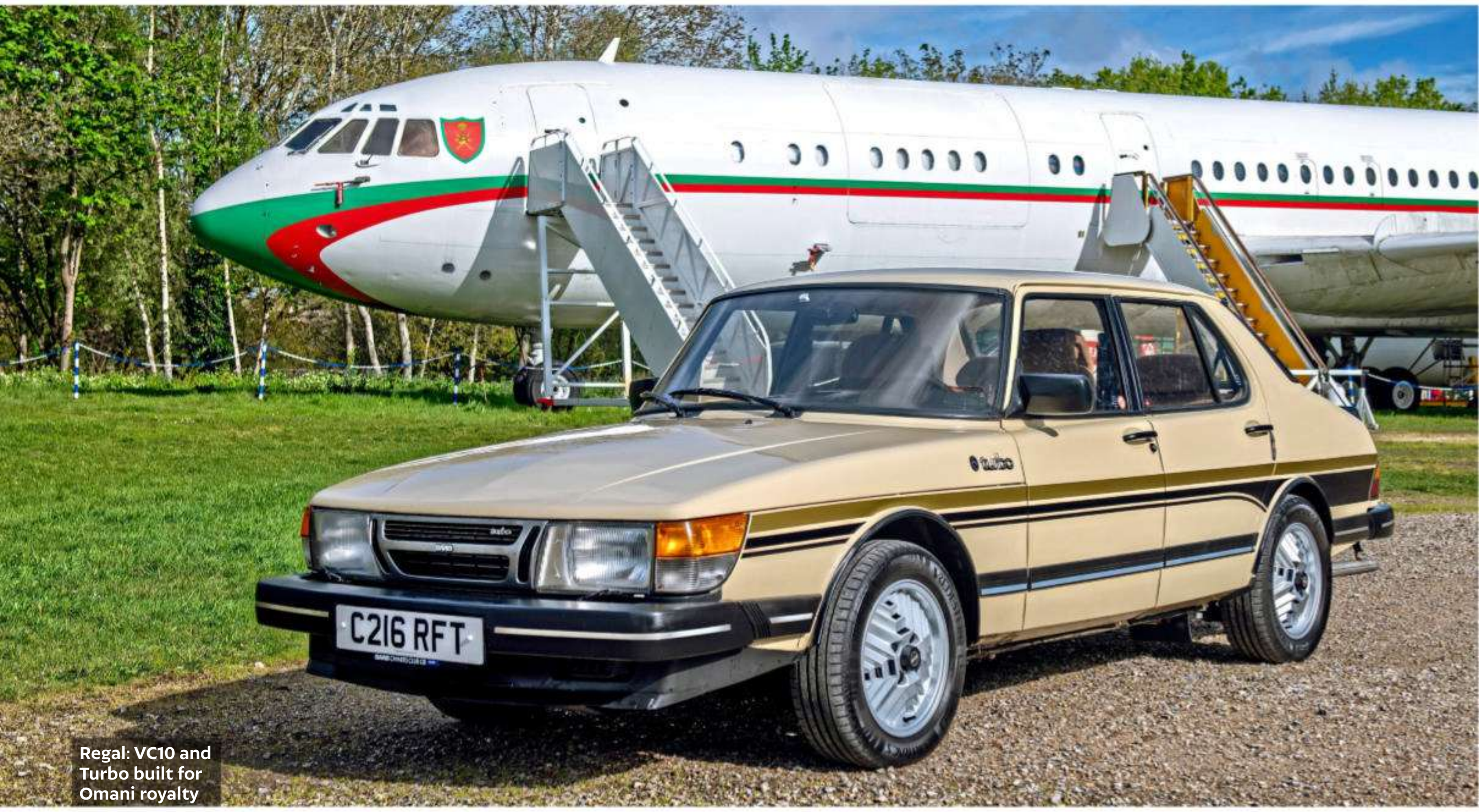
October 2015 – the 900 is passed down to Kirsty

The Saab needed some TLC and Kirsty's good friend Ade Wilkins refurbished the turbocharger. 'It's still its original turbo too – a Garrett TB401. We re-registered it on the previous UK number plate, which naturally had a lot of sentimental value.' Continuing the car's renewal, Kirsty's partner Matt often gets parts or work done on the car as birthday, Christmas, or Valentine's gifts. 'I found another set of Inca alloys through Facebook, and the seller kindly reduced the price because he said the car deserved to have its original wheels back. Matt had them refurbished and new tyres put on for me as a surprise Valentine's present.'

The Saab was then mainly used for car shows, but Kirsty had one very long drive in mind. 'In 2017 I began planning my holiday of a lifetime – taking

2022: steering rack replaced with part sent from France

2023: celebrating 40th birthday with cake



Regal: VC10 and Turbo built for Omani royalty

the Turbo across Europe to Trollhättan in Sweden where it was built, visiting friends and attractions en route. It took a lot of planning because I'm disabled and an ambulatory wheelchair user, so we had to find disabled access and off-street parking for the car.' However, after a year of planning, the trip began in the summer of 2018. 'We travelled across France, Belgium, the Netherlands, and Germany visiting friends, then headed to Denmark. After Legoland we crossed the Öresund bridge into Sweden, staying in Malmö overnight. Following a visit to the Ikea Museum we headed to the Saab Museum at Trollhättan. "The Old Girl" managed 38mpg on average; astounding given our fun on the derestricted autobahn. The only issues were a sticky brake caliper and catching the exhaust on underground car park ramps,' Kirsty says proudly.

From 2020 the Saab was laid up and given a break. 'In 2022 we tackled the roof lining because it had sagged again, and another job was rebuilding the steering rack. Being left-hand drive, I had to ask for guidance on the French Saab Facebook group, where fortunately someone had a replacement an hour from my parents' house,' recalls Kirsty.

The Saab celebrated its 40th birthday in October 2023. 'Matt spontaneously baked a Saab-shaped cake and we held a birthday party, including FaceTiming my parents who joined in singing "Happy Birthday". The Saab is definitely part of the family, and there's still lots of things that need doing. I really want to redo the engine bay, but we pick our battles,' Kirsty says. 'My niece will inherit the car one day – I made sure to foster her interest in cars even from an early age by having a carved wooden toy replica of the Saab made for her when she was a child. So it will remain in good hands with a member of the family.'

Thanks to Brooklands Museum for its assistance with photography (brooklandsmuseum.com), and Bill at SaaBits for his last-minute assistance replacing the Saab's fuel injector line.

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Five steps to buying an

Audi 100 Coupé S

Audi's stylish Seventies coupé has an appreciative following thanks to the brand's modern appeal, but it's very rare and little-known by British garages, so buy carefully

Words RICHARD DREDGE & SAM DAWSON

After decades spent on the fringes of the UK classic world, older Audis are now deeply sought-after. The after-effects of the Quattro's impact, then the marque's more recent mass-market appeal, has prompted Audi enthusiasts to look back on the Ingolstadt firm's greatest hits – and they're alighting on the 100 Coupé S. The modern A7's fastback body shape references it, and prices have risen. Relatively recently, this was a £5k classic. Now the best make nearly four times that.

But it's still an unknown quantity for British classic specialists. Most UK Audi specialists started out on Quattros, so the 100 Coupé S is something they've had to discover in retrospect. Tellingly, most of the specialists we consulted – Andreas Kuhnert of AK Autoteile and Norbert Sütterlin of Audi Ersatzteile – are German. Gordon Ranson of Bridge Classic Cars is one of the few British restorers to have tackled one.

However, it's reliable, well-built, hard-wearing, and the Audi 100 Coupé S Club of Great Britain is an excellent source of parts and advice, so running one needn't be too difficult – if you buy a good example.

[What to pay]

- There's no premium for any particular phase of 100 Coupé S, and prices are based on condition alone, so expect to pay **£3750** for a rotten restoration project, rising to **£7500** for something usable.
- **£15,000** will buy a private-sale car in good condition, although restomods that often began as restoration projects but stalled due to parts availability are common at this level too.
- Set aside **£19,500** for the very best restored, original-specification cars sold through dealers.

Which is which?

- Based on the 100GL saloon, but with a 115mm shorter wheelbase, the Hartmut Warkuss-designed Audi 100 Coupé S was first shown at the Frankfurt motor show in September 1969. It was launched a year later with a 1871cc, 112bhp four-cylinder engine driving the front wheels.
- The grille and front wing design was revised in September 1973, its more angular edges more closely resembling the smaller Audi 80. Rear suspension was also revised at this time.
- In July 1974, the inboard front brakes were moved outboard. The 100 Coupé S was discontinued in 1976 after a production run of 30,687 cars.

Bodywork

Cars built up to 1973 were made with higher quality steel than later examples, the final year being particularly poor. Most 100s are rusty by now so be wary when taking on a project because they'll need a lot of welding, and panel availability is poor – if you want genuine parts, you're into the realms of hoping for new-old-stock items to crop up in the

‘If you buy a good one, the Audi 100 Coupé S is reliable, well-built and hard-wearing’

Looks great, but quality took a dip post-1973, and parts are scarce

stockrooms of old German Audi dealerships. Getting new repair sections fabricated from scratch is the most realistic approach, although this is difficult to price, especially because Polish restorers have been making new panels to order recently.

The areas most likely to corrode include the front and rear valances, around the water exit points on the shelf at the rear of the engine, the stiffener panels attached to the inner wings ahead of the A-posts, the sills and the floor. Where sills are concerned, focus particularly in front of each rear wheel. Also expect rust in the rear quarter panels and on later cars, the top of the rear suspension inside the luggage area. Corrosion in these areas is usually caused by the rear screen leaking onto the parcel shelf.

When new, sunroofs were a desirable option, but be careful of the problems they can cause; the water drains down pipes to the rear vents and forward through the A-pillar; if the holes have become blocked this will result in a leak above the headlining over the rear seats, given away by water stains.

Serious corrosion is likely in the floorpan, especially around the jacking points; test by trying to lift the car via each of the points because repairs here can be very time consuming and therefore expensive if you’re not doing the work yourself.

Next, analyse the mountings where the rear axle attaches to the body and finish by looking at the battery compartment, which is under the rear seat. The bodywork here is susceptible to corrosion, particularly from any spilt battery acid.

As with the outer panels, there are no repair sections available to patch up a rusty structure, and specialists often end up asking clubs and owners of concours examples for advice on how to recreate them. Because of the level of fabrication required, the cost of rectifying a thoroughly rotten example can approach £50k, even before paint is added.

Engine

Engines cover 100,000 miles routinely, but at this mileage you can expect an increase in oil consumption that can be fixed by fitting new valve stem seals. It’s not unusual for 150,000 miles to be racked up before a rebuild is needed; engine parts are readily available through the UK clubs or German

IN C 1111H
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Audi Tradition

The 100's fastback design is referenced by the modern A7 – but watch out for rust in its rear structure

specialists, with rebuild kits comprising gaskets and piston rings costing around £600.

Engine problems are few and far between, but hairline cracks can appear in the cylinder heads. These will typically occur between cylinders three and four, and normally result from overheating. It's not unknown for screws to be found in the sump after they've separated at the oil pump's pressure pipe snap ring. If there has been any loss of pressure, this is usually the cause, and if not caught, the engine will be wrecked with replacement the only cure. Replacement engines are difficult to come by, so short of sourcing one from a rusty parts donor, it's at this point that many 100 Coupé Ss become restomods fitted with five-cylinder engines from later-generation Audi 100s.

Engine mounts can also split or fail, leaving the power unit hanging to one side. DIY replacement is easy if you have a method of supporting the engine.

All Audi 100 Coupé Ss came with points-based ignition. As with any classic vehicle, it's worth swapping this for an electronic set-up – and with a Bosch distributor fitted, it's easy to find something that will work. The original radiator can be a little overworked during the hot summer months, so it's worth fitting a £50 three-core replacement in place of the original twin-core item.

Interior

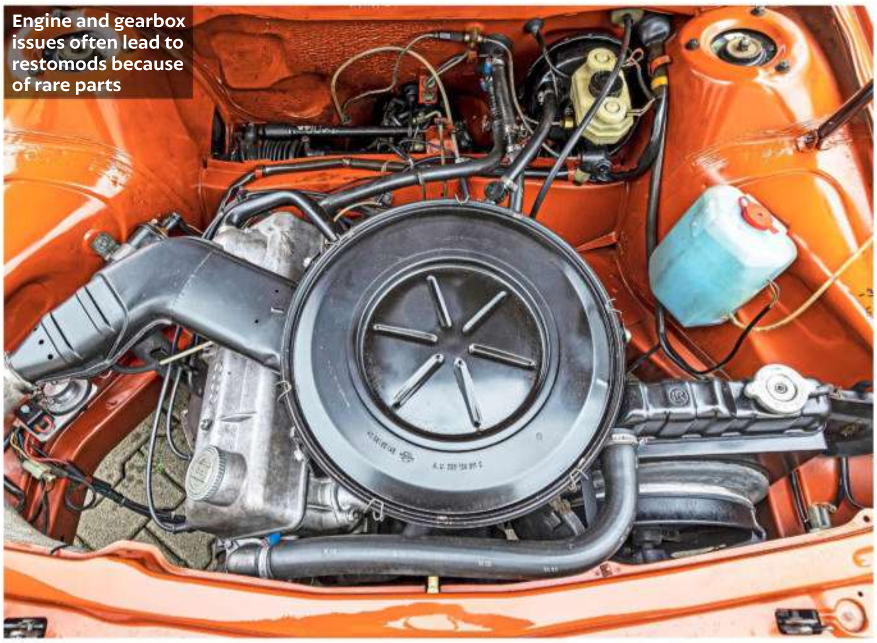
Most 100s came with cloth trim but leatherette was optional. The latter is very sought-after because it's tough, and has the look and feel of leather. The cloth trim tends to wear badly, and it disintegrates if left in the sun; rear seats are especially likely to have fallen apart. While retrimming the seats is straightforward, none of the original materials are available, so it's a case of finding the closest match, or reupholstering to your own tastes. Also check the dashtop because these crack after being exposed to the sun; you'll be doing well to find a decent replacement, especially in right-hand drive. Because of the dashboard's combination of moulded plastic, soft vinyl trim and very thin veneers of genuine lacquered wood, all of it crack-prone, the cost of remaking the whole thing from scratch costing £10k at a professional restorer.

The trim panels and instruments don't cause problems and neither does the switchgear or the electrics. Most replacement electrical components are available new, but anything you can't find can be bought secondhand – try the clubs first.

Transmission and running gear

The gearbox has a reputation for being weak but generally lasts upwards of 100,000 miles before problems occur. The first issue is normally worn

Complex dashboard can cost up to £10k to restore – really


Engine and gearbox issues often lead to restomods because of rare parts

synchromesh, most obvious by difficulty in making a clean shift when shifting down to first and second. The parts aren't available for a gearbox rebuild, which means you'll have to find a decent – and rare – used transmission. Again, as with the engine, gearbox failure is how many 100 Coupé S restomods begin.

If gearchanges are particularly vague, it's probably because the linkage to the balljoint on the gearbox has failed or there's wear in the linkage. New inserts are readily available at just £20.

Ancillaries such as alternators, carburettors, and starter motors are rarely unreliable, and availability is good. Brake master cylinders can corrode, brake calipers seize and the gearbox driveshaft seals leak. Front wheel bearings are no more prone to wear than other classics, but they are now very hard to source and the driveshaft may well be seized on to the front hub. Uncommonly, the shaft profile is triangular compared with the splined shaft of most other cars.

Cloth trim wears badly, and rear seats have often fallen apart

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DANNY HOPKINS
EDITOR

1996 FORD MONDEO MKII V6 GHIA X ESTATE
Engine 2544cc/v6/ohc
Power 170bhp@6250rpm
Torque 162lb ft@4250rpm
Gearbox 4-speed auto
Top speed 135mph
0-60mph 9sec
Fuel economy 25mpg

WORK DONE
Found, bought, cleaned, assessed
Time 3 days
Spent £660
Miles 0

Hello Project Mondy

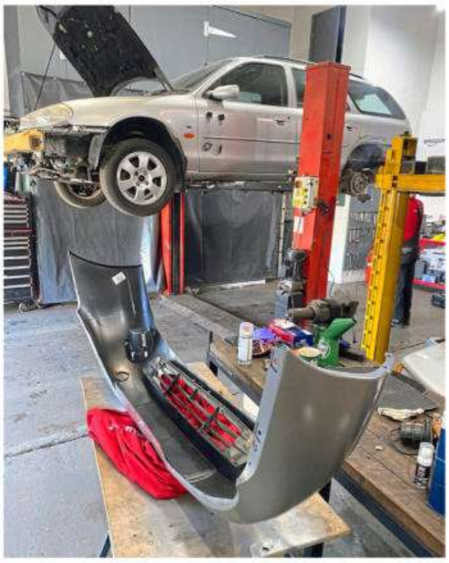
This marvellous wagon is a remarkable 53,000-mile 'hedge find' modern classic that you could win. Danny and Clive will be returning it to its former glory on YouTube **Danny Hopkins**

It's probably the dirtiest car we have ever had at the Fixing Up workshop and, to some, it's also the least glamourous. But we have a Ford Mondeo in our lives now and it deserves our undivided attention. At Fixing Up there is a proud history of bringing classics back to life and that includes modern classics or cars which might not yet be considered entirely desirable. So when I was offered this glorious feast for the eyes – I jumped at it.

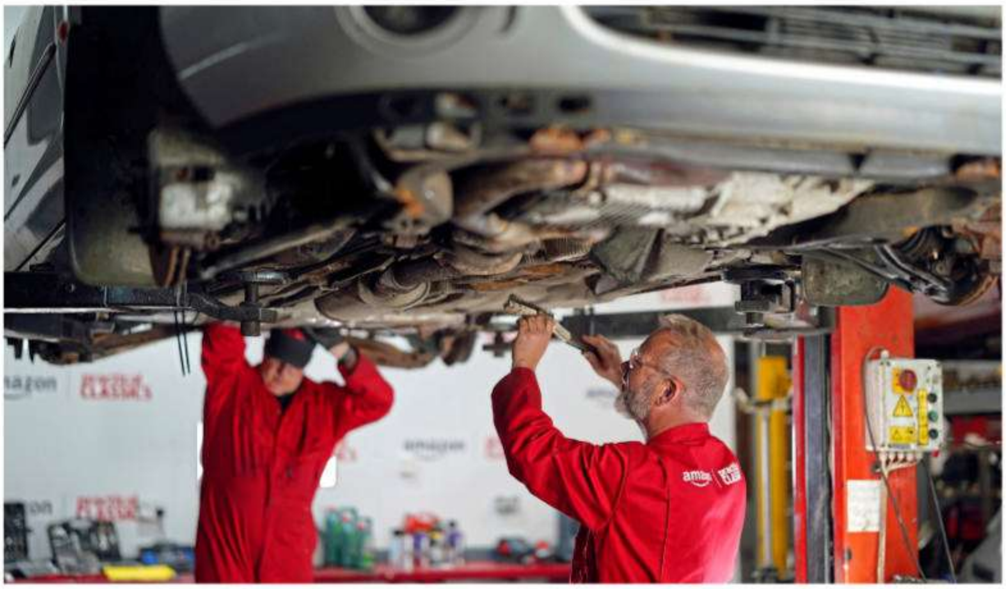
Under the previous owners' spanners it had a gearbox fault sorted, but then it never progressed any further. It was left to fend for itself in hedge for eight years until I bought it back a few months ago. Since purchase it has visited the *Practical Classics* Classic Car and Restoration Show as part of the barn-find exhibition where, covered in moss and lichen, it found a whole new fanbase. Which means that, since returning from the NEC it has been subject to much speculation, because – to most – it looks ready for the scrapyard, and nothing else. Well, we couldn't let that happen, could we?

CLEANING REQUIRED

But first, it required a complete defilth to start the process. I grabbed our Bosch 1900W jetwasher and soaped the car before applying Liqui Moly 1542 cleaner, by hand. I left it to



Far left: This marvellous modern-classic beast is what you could win if you enter the free prize draw… the Mondeo, that is, not Danny or Clive.
Left: New front bumper delivered and ready for paint.
Above: Yes that is one very corroded nearside rear arch.
Below: Getting stuck in on the underside. Exhaust issues.



soak for five minutes and then the fun stuff began. The deep clean revealed a few issues but, on the whole, the Mondy looked ready for use. Because as a MkII V6 Ghia X Estate it is a very rare wagon – one of only three left on the road and also a remarkable low-mileage survivor, with 53,000 miles on the clock!

When I revealed the car to Clive I could see he wasn't happy – we had talked about doing a traditional British roadster. Eventually, condition and rarity won him over. We put it on the two-post lift to have a look underneath – Amazon basics scraper at the ready, with a Bosch 1800 18v cordless light for a forensic examination down under. What we found was a car that was displaying only surface rust.

I cracked on with an engine service. I didn't want to turn the V6 over (we had a brand new Bosch battery) until the old oil was out and a full complement of Castrol Magnatec 5W 30 added. As the engine was being given some love, Clive was at the back wrestling with the fuel tank, a deeply unpleasant task. Eight-year-old petrol is very nasty stuff. Did Clive get covered in stinky filth? Of course he did.

The next day we focused on the Mondy's bodywork as I removed the cracked and broken front bumper and prepped and painted its replacement. Meanwhile Clive started on the rear arches. Each side took a whole day, but the results were worth it. This kind of corrosion is typical of Nineties Fords – once they suffer from it, they get bodged and then eventually binned. Removing the ruined front plastic bumper took time though, with its corroded fixings needing plenty of Liqui Moly Rostlöser to come loose.

I had ordered a new bumper on Amazon, which I spent the afternoon painting. In the Youtube video – search 'Fixing Up with Amazon' – you'll see the rather excellent special tool we used to get the centre fixings to tighten properly, along with the rest of the action from Project Mondy so far.

For the Fixing Up series, Danny and Clive use tools and parts sourced through Amazon, along with kit and consumables (sourced and used free of charge) from partners Castrol, Amazon Basics, Castrol and Liqui Moly.

OUR FORD MONDEO

Ford launched the Mondeo as its world car in 1993 and took the fourth generation out of production at its Valencia factory in 2022. The fifth generation entered production in China in 2022 as the Ford Taurus, for sale in the far east market but even at 30, we reckon the Mondeo has become a bit of a legend. Our car is a 1998 MkII, a mid-cycle facelift version of the MkI with better headlights, more interior space and revised panels.
Our car is the top-of-the-range Ghia X wagon with lots of toys.

FIXING UP

It's a collaboration between Amazon and *Practical Classics* in which we show you how easy it can be to revive and refresh usable classics that are a bit down on their luck. Using tools and parts sourced free of charge through Amazon – along with kit and consumables also provided free of charge by partners Castrol, Amazon Basics, Liqui Moly and Bosch – Danny Hopkins and Clive Jefferson have rejuvenated a series of modern classics including a T4 day van, a Mercedes SL320 and a MkII Golf GTI. Just as they have always done, our resto duo will fix up cars at the *PC* workshop, and with Amazon's help, they'll be able to do it reliably and effectively. The *PC* workshop will also become a TV studio, because the restorations the boys perform are filmed and broadcast on Youtube.

WIN OUR PROJECT MONDEO GHIA X!

PLUS Enter the Fixing Up Kit Corner prize draw to stand a chance of winning a whole load of cool kit

Yes, enter our free prize draw and you could stand a chance of winning our 1998 Ford Mondeo MkII. This one is the top-of-the-range Ghia X estate version with lots of toys, and it has only 53,000 miles on the clock. So when the boys have finished recommissioning it, you could own what we think is a real slice of emerging classic history. See amazon.co.uk/fixingup for details.

practical CLASSICS WORKSHOP

Win the car or the kit… Danny and Clive are not part of the free prize draw though!

TO WIN THE CAR

You could win this car at amazon.co.uk/fixingup

Fixing Up is the car restoration show where we restore cars that you could win… it's different because it is free to enter. There are no fees involved, all you have to do is go to amazon.co.uk/fixingup and enter the prize draw and you could potentially have this magnificent, low-mileage beast on your driveway – but you've got to be in it to win it.

YOU COULD WIN THE KIT

at practicalclassics.co.uk/ fixingup

It's not all about the car, you be in with a chance of winning some of the kit we use; everything you see here in fact. Our partner brands Amazon Basics tools, Castrol Oils, Liqui Moly automotive fluids and additives and Bosch power tools and chargers are all part of the bundle worth about £1000. We're giving away one bundle per episode – and you could be in with a chance to win it if you enter the prize draw at practicalclassics.co.uk/fixingup

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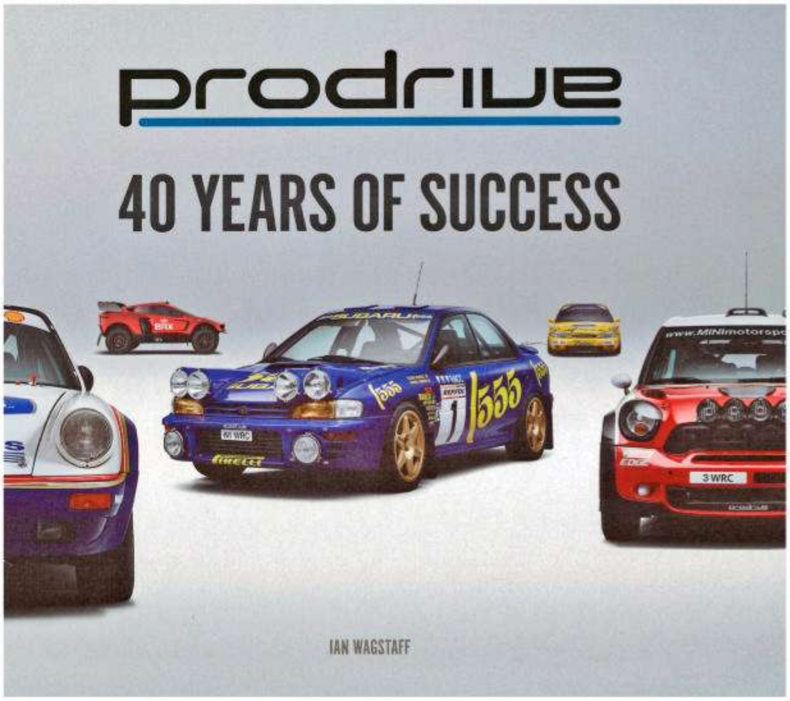
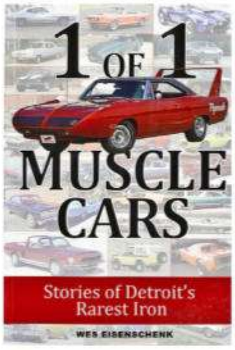
Please note that some of the products and equipment featured in this series may carry health and safety warnings. Please see the product and/or equipment instruction manuals and/or details page, to check for possible health and safety hazards and for more information about each product and item of equipment used.

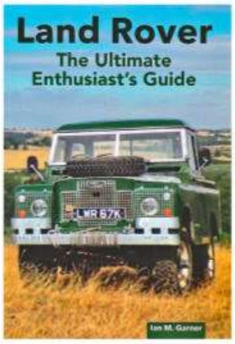
'The Practical Classics video series and related content provides practical automotive information for use as general information or for educational purposes. We do not know your particular vehicle or circumstances and the information we provide may not meet your vehicle repair, maintenance and/or health and safety requirements. It is up to you to contact a professional mechanic if you are concerned about the repairs, maintenance and health and safety of your vehicle. Amazon and Practical Classics do not give mechanic advice in relation to an individual case or vehicle, nor do we provide mechanical or diagnostic services, and this information should not be relied upon as such.'

T&Cs for Win The Car – Free to enter Prize Draw. No purchase or payment necessary. Void where prohibited. One entry per person. The Prize Draw closes at 23.59 GMT on December 31, 2024. To enter, you must complete and submit the entry form at **amazon.co.uk/fixing-up** before the prize draw closes. There will be one winner. The prize is one used and refurbished Ford Mondeo V6 Ghia X Estate, 1998 vehicle. [The prize will be delivered to an address in the UK nominated by the winner.] All taxes and any other costs and expenses are the responsibility of the winner. The winner will be selected at random after the Prize Draw closes. The Prize Draw is open to legal residents of the UK excluding (a) anyone connected in a professional capacity with the Prize Draw and that person's immediate family members, and (b) employees and contractors of Amazon and its affiliates or of the Prize Provider (H Bauer Publishing). Entrants must be aged 18 years or older. Entrants are required to have an Amazon.co.uk account. The winner will be contacted by email and have five days to respond before an alternative winner is chosen. If the Prize is unclaimed it shall remain the property of Amazon or Prize Provider. Should an entrants contact details change, it is their responsibility to notify us. The promoter is Amazon: Amazon EU Sarl and is located at 38 avenue John F. Kennedy, L-1855 Luxembourg. For official rules, including prize description and methods of entry: **amazon.co.uk/fixing-up.**

T&Cs for Win The Kit – 1. Entries must be submitted during the following entry period: 10:00AM GMT 01/11/2024 to 23:59 GMT 31/12/2024. Entries received before the start time or after the end time will be invalid. 2. This competition is open to UK residents aged 18 and over. 3. Only one entry per person will be counted. 4. There is one prize bundle, consisting of Amazon Basics, Liqui Moly, Castrol and Bosch products. 5. Prizes will only be delivered to an address within the UK. Should a prize winner's contact details change, it is their responsibility to notify us, or the contact person(s) detailed in the Competition's Specific Terms. 6. No purchase is necessary. To enter for free visit **practicalclassics.co.uk/fixingup**. 7. Full terms and conditions can be found at **bauerlegal.co.uk/competition-terms.html**. 8. The prize is provided by Amazon EU Sarl. We are not responsible for any aspect of the prize, including unsatisfactory quality or the entirety of the prize due to their own circumstances or restrictions. Prizes are non-transferable, non-refundable and no cash alternative will be offered. 9. H Bauer Publishing is the promoter of this competition, see: **bauerlegal.co.uk** for details of our registered office and company number.







Prodrive – 40 Years of Success

By Ian Wagstaff, £39, porterpress.co.uk, ISBN 978 1 913089 04 7

It's difficult to attach the tag of 'marque history' to this book. Prodrive isn't a make of car as-such, but because this volume takes in the sheer breadth of motorsport projects the company has been involved with, the level of client engineering and the success it has enjoyed, it surely deserves comparison with the great British garagistes, the likes of Davids Richards and Lapworth comparable to either Colin Chapman or Tony Southgate.

It takes a while to get going though, getting bogged down in year-by-year photo-led activity snapshots. The real meat of the book begins 70 pages in, as key Prodrive figures reminisce about their projects and triumphs. Grit and setbacks are detailed, but only if they have a happy ending – Richards' departure from Benetton and the premature curtailment of the Mini WRC programme are swiftly glossed over, giving the book a little too much corporate polish at times. However, it's a great-value commemoration of a firm which deserves recognition.

1 of 1 Muscle Cars

By Wes Eisenschenk, £27, *cartechbooks.com*, ISBN 978 1 61325 800 2

Subtitled 'Stories of Detroit's Rarest Iron', this small-format softback packs in a huge amount of information, much of it new to most of us and the result of years of discoveries during research for other projects. Author Eisenschenk admits to having come out of retirement to write it, the stories simply too good to let lie.

It's split into three sections. The first, perhaps most fascinatingly, deals with prototypes and concept cars, many of which were intended for the crusher but often escaped, while the other sections are dedicated to one-offs as a result of production-line mistakes or factory-overlord intervention, and tuner specials which remained unique. In each case, Eisenschenk traces the fate of each car, often to its present owner or the last candid snap of it rusting on a street somewhere decades ago. An incredible piece of research, especially when it comes to oddballs like Oldsmobile's front-drive 4-4-2, Kar Kraft's mid-engined GT40/Mustang hybrids and Ford's big-block Boss Bronco. Endlessly fascinating.

Land Rover: The Ultimate Enthusiast's Guide

By Ian M. Garner, £35, *crowood.com*, ISBN 978 0 71984 420 1

For such a well-loved brand, definitive, glossy, every-model-covered, up-to-date histories of Land Rover are strangely thin on the ground. This new book feels like a step up, both for Land Rover and publisher Crowood – it's more expensive, larger-format and better-illustrated than its usual fayre.

Wagstaff tells the story of Land Rover's evolution through its model ranges, taking a meticulous approach to detail every special edition and significant option. There are also chapters on one-offs and specials, coachbuilt variants from the likes of Townley and Monteverdi, as well as rallying exploits. Even military and emergency-services versions haven't been overlooked. Office politics are avoided – this is all about the cars – but there's very little about Land Rover that this book doesn't cover, complete with exhaustive specification tables filling the last hundred pages.

MORE TO ENJOY

Alfa Romeo Alfetta Coupé GT/GTV/GTV6

By Umberto Di Paolo, £75, Eau Rouge Publishing, *chaters.co.uk*

A real labour of love from a lifelong Alfa enthusiast, this 750-copy limited edition covers the development, production and motorsport exploits of Alfa's transaxle-platform coupé. A little niche, but contains everything you'd want to know, and beautifully illustrated.

Porsche 911 991

By Brian Long, £50, *veloce.co.uk*

Doesn't time fly – Porsche's 991-generation 911 is now 13 years old and getting the classic history book treatment. Design, development, range and racing activities all profiled.

The Complete Book of Dodge & Plymouth Muscle Cars

By Mike Mueller & Tom Glatch, £40, Motorbooks, *quarto.com*

Definitive guide now revised and updated to include the latest generation of Chargers and Challengers.

All these books are available from Chater's, many with discounts. To find out more, go to chaters.co.uk

MODELS

1:18-scale Benetton B195

Minichamps, £199.99

What this large-scale model of Michael Schumacher's 1995 F1 car lacks in mechanical detail, it makes for in electronic. Tiny cameras, arrays of aerials and the button-festooned cockpit fascinate, as do the multitude of aero-winglets. Finally, a Nineties Formula One 1:18 that feels worth big money.

1:18-scale Ford Granada MkI

MCG, £72.99

A near-faultless model at a bargain price, this big diecast Granada reeks of the Seventies, with lustrous metallic blue paint, and faithfully reproduced alloys, badges and chrome. Pity about the lack of texture to the vinyl roof and seats, but so very evocative and impactful.

1:43-scale Zagato Ferrari ES1

Kess, £111.99

It's a nice surprise to see Zagato's rebodied Testarossa in scale form. The radical shape is faithfully reproduced, but the interior is the real attention-grabber, with stacks of tiny but legible high-contrast dials visible through the clear glasshouse. Very lovely.

1:18-scale March 711

Tecnomodel, £279.99

There's an incredibly tactile quality to this model of one of Frank Williams' early F1 cars; rough-edged alcantara steering wheel, fabric seatbelts, and every tube, line and strut has been downsized and reproduced. The little Cosworth DFV is a real masterpiece – you can actually see where £280 goes.

All models are available from diecastlegends.com

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SUNBEAM
TOW

The sun sets on the 'Beam's first racing season with Gareth

Gearlever is in a much more sensible position now

Season sunset

1961 Sunbeam Alpine Series 2
Owned by Gareth Evans
(*gareth.evans@bauermedia.co.uk*)
Time owned Ten months
Latest/total miles 180/44,752
Latest/total costs £800/£13,100
Previously New gearbox, Silverstone races

My final race of the year was the one I was looking forward to the most: Castle Combe's wonderful Autumn Classic. There's a real 'last day of term' feeling to this meeting. It's intimate in a way the larger circuits struggle to achieve, with excellent access for spectators and an array of interesting cars to ogle.

I was competing in the friendly Fiscar race series again, which involved qualifying late morning on the Saturday followed by a race in the golden late-September evening sunshine.

Except it was forecast to rain, and rain biblically, for most of the day. Until now I hadn't even driven the Alpine in the wet, let alone raced, so it was time for some fag-packet maths on what to do with tyre pressures.

At least I had a strong new gearbox in the car, which I was looking forward to trying. The gearlever is in a different position now, much further away from the dash in first and third, which is indicative of how bodged the previous 'box was.

I've got a new knob now too, so while the gearbox replacement was a forced purchase, at least it'd feel different and seem like an upgrade, tasting marginally less sour than it otherwise could have.

Heading out for qualifying I began to get a feel for the 'box, and happily a dry line was developing around the circuit. The rain held off and soon I was at full speed, really leaning on the brakes into the chicanes. The car felt solid as a rock and I was very happy.

Other than a few sprinkles after lunch, the weather continued to improve as the afternoon wore on, and by race time it was a glorious evening, with a fully dry circuit to go play on. I'd qualified second in my class, which I was delighted about, starting 15th overall and ahead of the '61 Works Alpine I'd been catching at Thruxton before my race ended prematurely.

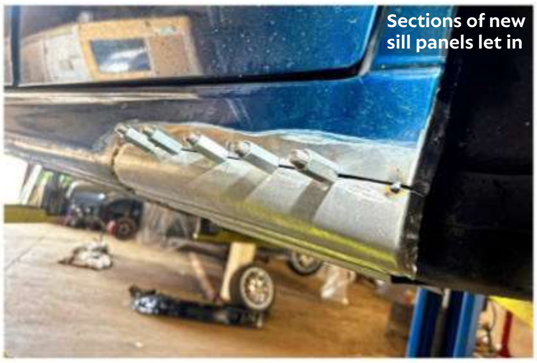
My grid position was alongside the same Porsche 365 Super A that I raced against briefly at Donington Historic in my first event, but my DNF there meant I never diced with it properly. Would today be the day? In the thick of it, it's easy to forget this is my first season with the car, and it's been a bit of a wild ride. The car has only finished two races – both at Silverstone.

When the lights went out at the start, it became clear I wasn't going to have it easy. The Works Alpine got off the line quickly behind me and as the pack headed into Quarry Corner, it felt like rush hour at Kings Cross.

In the end I had a clean, dry race and finished second in class and 14th overall, keeping that Works car behind as I spent five laps having an incredible tussle with a Falcon-bodied Triumph TR3 from the class above. Thus ended season one racing with the Sunbeam. I'm making plans for winter already…

Is the E39 a bona fide classic yet? It certainly rusts like one...

Spending, cutbacks



Sections of new sill panels let in

2001 BMW 530i Sport manual
Owned by Joe Breeze
(*joe.breeze@bauermedia.co.uk*)
Time owned Three years one month
Latest/total miles 0/120,212
Latest/total costs £2125/£6718.55
Previously MoT fixes ahead of start of welding

With the E39 having secured another year's ticket – if far more awkwardly than I'd envisioned – Dan of DST Rustoworx could down spanners and raise torches at the car's crispy sills. But first he had to mercilessly chop out all the rot using an angle grinder, giving any succumbed metal a wide exclusion zone. Superficial corrosion had outwardly made its presence known at the leading edges of the sills; it was at the rear that the real threat lurked. The inner sills had been rotting away in secret, the corrosion edging near the seatbelt mounting points.

Thankfully the inner sills are a straightforward shape, so Dan could easily cut out the offending metal. However the difficulty in repairing the inners lies in their proximity to the fuel tank, which on E39s is a plastic unit. Most restorers will drop the tank and happily add several hours-worth of labour onto the bill – but thankfully Dan was confident he could do the work with the tank in situ, using his welding jacket as a makeshift shield.

After making the inners good and re-pinning the slipped offside-rear jacking point, Dan could cut the sections out of the eBay-sourced replacement outer panels I sent with the car and let them in where required, retaining as much of the sound original steel as possible. To futureproof the car, he injected the sills with cavity wax before applying stonechip protection on the undersides and etch primer to the facing surfaces, ready for paint. By then, I was itching to have the car back. With plans to get it painted locally, I retrieved it – £2125 poorer, but also elated to know XLA's structural integrity had been restored. It was also driving better than ever thanks to the new suspension parts replaced for the MoT.

The four-hour schlep south gave me chance to ponder whether the Millennial 5 Series has completed its transition into true classicdom, given the oldest examples are pushing 28 years old. They clearly rust well, and their increasingly bloated descendants are prompting enthusiasts to look on the E39 wistfully, appreciating its combination of analogue controls, dynamic enthusiasm, vault-like build quality and understated styling. Yes, 1.2 million were made, but most were used as hard-working executive tools and a majority have been run into the ground. You do still see E39s around, but they're invariably scabby examples a bad British winter away from a terminal MoT failure.

My admittedly biased musings were seemingly endorsed a few days later when insurance renewal time arrived (this was becoming an expensive month). For the first time, I was able to insure XLA as a classic with an agreed value (thanks to Greg Butherway at Norton Insurance Brokers), giving me further peace of mind about the car's future. Now on to that other classic-car hallmark – an ever-growing to-do list...

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Accessory tail lights lacked aesthetic appeal

A spot of light work

1954 Morris Minor SII

Owned by Russ Smith
Time owned Three years
Latest/total miles 371/18,975
Latest/total costs £50.62/£1966.90
Previously Successful test of new diff

Over a year has passed since my last report on the Minor. That surprised me until I remembered our wet winter, then the time I devoted to prepping and selling my Alfa Spider. Not that you've missed much. The Minor has been very well behaved – the occasional mild misfire aside. I thought I'd solved that when I found the HT lead loose in the coil terminal. The screw-in cap was crumbling away where it held the lead's brass terminal washer in place. An easy fix, the parts were just £3.84 from Minor specialist ESM.

Except this made no discernible difference. The intermittent stumbling remained. I drove it more and eventually convinced myself it had to be carburettor-related, so took that apart. For the uninitiated, SU carburettors have a large piston that goes up and down to control airflow. The Minor's had a build-up of gunge on one side, which was cleaned off – along with the rest of the carburettor – with white spirit. Result. Around 90 percent of the problem had been cured. My guess is a new needle and jet will deal with the last bit. That can wait.

More recently I decided to tackle a job near the top of the list when I first viewed the Minor – to replace the clunky trailer lights that had been hung below the rear bumper to act as indicators with something more stylish. Yes, the pop-out trafficators still work, but only for fun. You can't rely on anyone noticing those today.

Internet trawls finally produced some chrome-bodied motorbike indicators, the right size and just 12 quid for a set of four, including postage.

A rummage in my Box of Possibilities produced a pair of brackets that were perfect, and didn't even need to be modified. All I needed was a way to mount them to the steel bar that sits behind the chrome and provides excellent bump protection. The bumper is held on by two large bolts, which for once weren't rusted solid. I quickly had it on my workbench to make it easy to drill mounting holes for the lights.

Except it wasn't easy. Springy steel about 5-6mm thick laughs at drill bits. I broke three and blunted another trying to drill a pilot hole. A trip to Screwfix secured a bunch of quality Bosch bits that got the job done, though still in no hurry.

The wiring was already there and just needed new terminals – a ten-minute job with the crimpers. I'm really pleased with the result, which has tidied up the rear view of the car. For a final flourish I added a pair of brighter LED stop/tail bulbs to the rear lights from bettercarlighting.co.uk. Its Gil Keane advised red bulbs, saying, 'Even a tired truck driver sending a text will spot those.' Which left me convinced, but worried.

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CIG81216	4.9 x 3.7 x 2.5m	140613574	£319.00	£394.80	£382.80
CIG81020	6.1 x 3 x 2.4m	140613572	£349.00		£418.80
CIG81220	6.1 x 3.7 x 2.5m	140613576	£389.00	£478.80	£466.80
CIG81224	7.3 x 3.7 x 2.5m	140613578	£489.00	£598.80	£586.80
CIG1432	9.7x4.3x3.65m	140613594	£1099.00		£1318.80
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11/550	2.5HP	9.3	50ltr	000119505	£169.98	£203.98
16/550	3HP	14.5	50L	000119510	£239.00	£286.80
16/1050	3HP	14.5	100ltr	000119515	£299.00	£358.80

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CTJ1250AC	1.25T	020111818	£129.98	£167.98	£155.9
CTJ2500QLGB	2.5T	020112803	£169.98	-	£203.9
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odel	Starts Engines up to	Peak Amps	Order Code	exc.VAT	inc.VAT
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Devil 7003	230V	3kW	010415450	£64.99	£77.9
Devil 7005	400V	5kW	010415452	£89.98	£107.9
Devil 6009	400V	4.5-9kW	010416009	£119.98	£143.9
Devil 7009	400V	9kW	010415454	£147.99	£177.5
Devil 6015	400V	5-10-15kW	010416015	£179.98	£215.9
Devil 7015	400V	15kW	010415456	£219.98	£263.9

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PG3800ADV	230/110	3	5.6	010617854	£279.00	£334.80
PG6500ADVES	230/110	5.5	9.7	010617856	£529.00	£634.80
PG9000ADVES‡	230/110	5.5	16	010617860	£949.00	£1138.80

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IG1700F	1700W	22	010617095	£249.00	£298.80
IG1200D#	1100W	12.4	010617112	£229.00	£274.80
IG3500AF	3400W	35	010617125	£359.00	£430.80
IG2200A*	2200W	26.6	010617121	£349.00	£418.80
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CDP152B	450 / 12	060715522	£179.00	£250.80	£214.80
CDP452B	550 / 16	060715575	£299.00	-	£358.80
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WBC180	35/180	010311500	£159.98	£191.98
WBC240	45/240	010311505	£184.99	£221.99
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CTJ2250LP*	Low Profile	2.25	020113070	£49.98	£59.98
CTJ3000GB	Pro Garage	3	020113032	£109.98	£131.98
CTJ3000QLC	Pro Garage Quick Lift	3	020113210	£114.99	£137.99
CTJ2QLP#	Low Quick Lift	2	020111820	£152.99	£183.59

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Devil 1600	36.6	010410190	£189.98	£227.98
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CIR 184LIP‡	Cordless	2X 4AH LI-ION	060210619	£144.99	£173.9

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CAG800B	115	800W	060512110	£29.98	£35.98
CON1150‡	115	1150W	060514015	£34.99	£41.99
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DH30L	30//day	010410685	£169.99	£203.99
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XR110	29.3kW	010411006	£319.00	£382.80
XR160	46.9kW	010411008	£389.00	£466.80
XR210	61.5kW	010410210	£449.00	£538.80

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CTJ3GLS‡	3	020113085	£349.00	£418.8
CTJ5GLS◆	5	020113090	£459.00	£550.8
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CSA20FBT 20 tonne floor	020414058	£489.00	£586.80
CSA30FPB 30 tonne floor	020415201	£959.00	£1150.80
CSA50FPB 50 tonne floor	020415203	£1699.00	£2038.80

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AT165

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XEV16/200(OL)‡*	14cfm	200ltr	000112274	£719.00	£862.8
XEV16/150(400V)‡	14cfm	150ltr	000112276	£699.00	£838.8
XE37/270 (OL)*	36cfm	270ltr	000112370	£1459.00	£1750.8

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2014/14 Bentley Continental GTC Speed. Finished in Damson with a Black hood and 21 inch Speed alloys in Dart Tint. The interior is in Beluga with contrast stitching in Damson and Black carpets with Piano Black veneers. Totally unmarked with full history, immaculate condition throughout..**£44,950**

2015/15 Bentley Flying Spur Mulliner W12. Finished in Onyx with electric sunroof and 21 inch alloys. Linen hide interior with secondary hide in Beluga and Piano Black veneers, with Comfort Specification, rear parking camera and Convenience Specification. Only 49,000 miles with Full History. Immaculate...**£45,750**

2010/10 Bentley Continental GTC Series 51. This beautiful example is in White Pearl with Black mohair hood, 20 inch alloys and adaptive cruise. The interior is in Linen and Beluga, with contrast stitching, Piano Black veneers and rear park camera. Only 61,000 miles with FSH. Immaculate, must be seen...................................**£35,950**

2015/15 Bentley Continental GTC V8 S Convertible Mulliner Spec in special order Orange Flame with Black roof and 21 inch alloys, with Beluga interior stitched in Burnt Orange. Many extras including high end Audison stereo upgrade. Only 17,500 miles with FSH. This car is like new and looks stunning. Only **£68,950**

2005 Model/54 Bentley Arnage T Mulliner in Silver Tempest with 19 inch split rim alloys, Mulliner wing vents and quad exhausts, with Magnolia interior, contrast stitching and French Navy carpets piped in Magnolia. Vanity mirrors and turned alloy inserts to waistrails and dash, immaculate condition only **£28,999**

2009 Model / 58 Bentley Arnage R. Finished in Anthracite with 18 inch alloys and an electric sunroof. Fitted with sports suspension and rear park camera. The interior is in Oatmeal with Beluga carpets and Burr Walnut veneers. Only 36,000 miles with FSH. This car is in outstanding condition and has to be seen **£39,999**

1997 P Bentley Turbo RL. Finished in Peacock Blue with contrasting coach lines, 17 inch RT alloys and a chrome grille. Parchment interior with French Navy piping and French Navy carpets piped in Parchment. Known to ourselves for last 8 years, with FSH. They don't come much better than this, only..**£19,999**

2008/08 Bentley Continental GTC Mulliner. Finished in Silver Tempest with 20 inch Mulliner alloys and a Black mohair hood. The interior is Portland with Bentley embossed in the seats and contrast stitching. Fitted with Walnut veneers and Black carpets. Low mileage with FSH. Immaculate throughout.......................................**£31,250**

2005 Model Bentley Arnage R Mulliner. Finished in Moonbeam over Silver Tempest, with Stratos interior, Burr Walnut veneers, picnic tables, cocktail cabinet, bottle cooler, veneered door inlays, veneered vanity mirrors to the rear and embroidered Bentley emblems. 61,000 miles with full history.........................**£29,995**

2004/54 Bentley Continental GT. Finished in Silverlake with 19 inch split rim alloys and classic Portland interior. Nautic Blue secondary hide and Burr Oak veneers, with door and rear quarter inlays and Blue carpets. Immaculate condition with full history. Known to ourselves for several years. Value at only..**£19,650**

2006/56 Bentley Continental Flying Spur. Finished in Silver Tempest with 20 inch alloys and electric sunroof. Cotswold interior with Charcoal carpets, heated seats front and rear and Walnut veneers, with just 81,000 miles. Full history and maintained regardless of cost. Immaculate and outstanding value at only....................................**£19,999**

2007/07 Bentley Arnage T Level 2. Finished in Tungsten with 19 inch polished blade alloys, electric sunroof and retracting Flying B mascot. Stratos Silver leather interior with Slate secondary hide. Wood and leather steering wheel and Bentley badges to waist rails. Only 61,000 miles with FSH. Only..**£38,950**

2007/56 Bentley Continental GTC. Finished in Beluga with a Black Mohair hood and 2014 style 21 inch alloys. Beluga interior with St James stitching and Walnut veneers. 69,000 miles with Full Service History. Known to ourselves for 5 years and in immaculate condition throughout...**£27,999**

1998 S Bentley Arnage Red Label Look Alike. Finished in Meteor Blue with electric sunroof and 18 inch Red Label alloys, with Magnolia interior piped in French Navy and French Navy carpets piped in Magnolia. Full Service History, outstanding condition and must be seen...............**£15,999**

1997 P Bentley Continental T. Wide Bodied in Black Sapphire with 18 inch 5 spoke alloy wheels. Parchment interior with French Navy piping, Dark Blue carpets with Parchment piping and Burr Walnut veneers. Known to us for 6 years and maintained to the highest standard. 65,000 miles, immaculate throughout...............................**£84,950**

1996 N Bentley Brooklands. Finished in stunning Red Pearl with 16 inch alloys and white wall tyres. The interior has the sports seating in Magnolia with Red piping and Carmine Red carpets with Walnut veneers. Only 52,000 miles, known to us for 4 years and immaculate throughout **£19,950**

1987 D Rolls Royce Silver Spirit EFI ABS. Finished in Royal Blue with Cream coachlines. The interior is Cream piped in French Navy with Cream carpets piped in Cream and Walnut veneers. This is a stunning car which we have known, serviced and maintained regardless of cost for 15 years. Value at only..**£17,250**

2000 X Rolls Royce Corniche Convertible MK V 6.8 V8. Finished in Amethyst with a Black hood and 17 inch alloys. Pale Grey leather interior piped in French Navy with French Navy carpets and Walnut veneers. Only 26,900 miles with full history. Absolutely stunning, a rare piece of motoring history **£133,950**

1990 G Rolls Royce Silver Spur MK II Active Ride. Finished in Brooklands Green with Cream coachlines and whitewall tyres, with Parchment interior, picnic tables and electric rear seats. Supplied and serviced by ourselves since 2001. Only 81,000 miles, immaculate condition throughout. Only **£24,950**

1963 Rolls Royce Silver Cloud III LWB By James Young. One of only 8 in the world. This beautifully elegant car is finished in unmarked Dove Grey over Astrakhan with Beige interior and picnic tables. The wood veneers are like new. Only 84,000 miles with history. Only 2 owners. Totally immaculate throughout.....................................**£115,000**

1996 N Rolls Royce Silver Spirit MK IV. Finished in Wildberry with Cotswold interior and Mulberry carpets. Fitted with picnic tables and bottle cooler to the rear. This car has only covered 85,000 miles, with Full Service History and has been known to us for over 16 years. Unmarked condition and highly recommended **£26,950**

1992 J Silver Spirit Mk II Active Ride. Finished in Royal Blue with Parchment interior piped in French Navy with French Navy carpets. Only 60,300 miles with Full Service History. Can only be described as like new throughout **£22,950**

1980 W Rolls Royce Silver Shadow Series II. Presented in absolutely immaculate condition. The Chestnut paintwork is completely unmarked and the London Tan interior is almost like new. With only 51,000 miles, it is very rare to see a car in this condition. You could be the proud owner for only **£34,950**

1963 Rolls Royce Silver Cloud III. Finished in original Burgundy, with London Tan leather. Special order folding rear seats by Rolls Royce appointed agents Radford. Extremely well maintained with just 4 owners and a large history file dating back to 1971. Just 78,000 miles and offered at only **£58,500**

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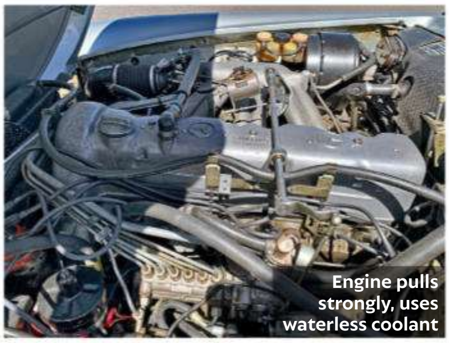

Engine pulls strongly, uses waterless coolant

1970 Mercedes-Benz 280SL £129,995

A near-perfect Pagoda, says Richard Mason – but does the price cover a restoration's-worth of work?

This Mercedes has been well-looked-after, and while it's priced beyond our £115,000 top estimate for this model, it has had a huge amount of money spent on it.

The car is finished in silver livery with chrome wheelarch trim, which thankfully isn't hiding rust. Panel gaps are all symmetrical on the doors, bonnet and boot. The boot hinges have minute rust specks – but not enough to be of concern. The bottom centre of the rear valance has a minor paint crack – but again it's all very minor stuff. The soft-top is unmarked, while the hard-top is the same colour as the car and in good shape. Where the hard-top sits there are marks, but this is unavoidable. Finally, this Pagoda is shod with Michelin MXVs all round with plenty of life in them.

The black leather seats are ample and supportive, and the manual windows operate smoothly. The two-speed heater works, as does the radio, while the black door cards are scuff-free. Fresh grey carpets are protected by aftermarket accessory Coco Mats, and the rear compartment is carpeted without the optional third seat. The silver-painted dashboard is free of blemishes, housing shining chrome bezels. The wood surround on the top is clearly new while the oddments tray housed between the seats looks equally new with an unused ashtray. The steering wheel rim also shows no sign of wear.

Engine bay paintwork is intact, with minor specks of surface rust but nothing much else. Pipework is free of leaks and many hoses along with the HT leads have been replaced in the main by original equipment. A tag on the oil filter suggests it was replaced in October 2023, and the car has clearly been well maintained. It's worth noting though that the owner has elected to use an Evans patented coolant system, so don't use water for top-ups!

A remote immobiliser unlocks the ignition. This seems to automatically reset itself, hence needing to be used at all times – probably a good thing given the value of this classic. Select '4' on the auto 'box and the transmission engages smoothly. Once the engine is warmed up it gives the car plenty of power through the ratios. Kickdown engages quickly, accompanied by a sizzling exhaust note. The steering is light via the recirculating ball system, which insulates the driver from the road, but gives a lack of feel that you soon adapt to. The brakes are efficient and require very little effort. The ride is smooth and the car feels agile on twisting B-roads.

The history file contains 12 years of detailed invoices with the current owner using Amersham-based Mercedes-Benz Pagoda SL specialist Roger Edwards, despite living in Devon. Renewing the floors and suspension has recently cost £3000 – complete with photo casebook – and another £1000 was spent on engine and gearbox mountings. There are more than a hundred invoices from Mercedes-Benz of Poole for spares over the years, and a continuous MoT history supports the mileage.

CHOOSE YOUR 'PAGODA' MERCEDES-BENZ SL

- Designed by Paul Bracq and replacing both the 190SL and 300SL roadsters, Mercedes' W113 SL range was released in June 1963 – following a Geneva motor show debut – in 2.3-litre 230SL form. Almost always specified as a 'Coupé/Roadster', the W113 had a soft-top as standard and an optional removable hard-top designed by Béla Barényi. Hard-top's slightly dished centre resulted in 'Pagoda' nickname. First 'safety body' sports car with impact-absorbing crumple zones.
- In 1966, just after a five-speed manual transmission was made optional on the 230SL, the 2.5-litre 250SL replaced it, although it lasted less than two years.
- Upgraded to 2.8 litres in December 1967 to become the 280SL. Discontinued in February 1971, replaced by the new R107 350SL.

1970 Mercedes-Benz 280SL

Price £129,995 **Contact** Classic Connection, Burley (01425 489575, *classicconnection.co.uk*) **Engine** 2778cc six-cylinder, ohc, mechanical fuel injection **Power** 168bhp @ 5750rpm **Torque** 177lb ft @ 4500 rpm **Top speed** 124mph **0-60mph** 8.3sec **Fuel consumption** 16-21mpg **Length** 4335mm **Width** 1760mm

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Flawless bodywork, cosseted car

Lightly-patinated leather looks only a year old

Spotless V8 engine offers effortless torque

Rolls-Royce Silver Spirit II £26,995

This 35-year-old Rolls-Royce was registered on the first day of the Nineties and is still like new, finds Sam Dawson

It's less than three miles between London's Embankment and Harley Street, which goes some way to explaining this Rolls-Royce's extremely low mileage. Owned for the last 29 years of its life by Dr Sudaram Rai, it reputedly rarely, if ever, left London until recently. The good doctor used it solely to commute between his Embankment home and his private medical practice. Before Dr Rai, it was originally owned by a London PLC, registered on 1 January 1990, and presumably used as a chauffeur-driven company car.

Frustratingly, the car's service history is somewhat scant thanks to GDPR legislation. The service book has stamps from 2013, 2015 and 2016, and a very extensive and well-documented service in 2023 to check absolutely everything is in good order. Rolls-Royce specialist Ristes Motor Company confirms that it serviced the car throughout its life and can corroborate its 15,788 mileage as genuine. But because there are personal details on the documentation itself, it can't release them, although it will apparently divulge their contents to a prospective buyer.

The condition certainly suggests the mileage is genuine. There are no scratches or signs of corrosion anywhere on the glossy blue bodywork, with just one solitary stone chip above the passenger-side headlight to suggest it's even been driven. The rubber seal at the base of the driver's-side window is perished though, and the door latch itself is a bit recalcitrant, needing the key to be held in it at full turn while pressing the thumb-button in order to open it.

Inside, there are some chips in the driver's-door wood capping consistent with being caught on watches and cuff buttons, but nothing in need of a retrim. The carpets are unmarked and lustrous, the leather trim only lightly patinated, with the odd spot of discolouration on the A-pillars, and the leather roll beneath the Blaupunkt Bamberg stereo's head unit. The dashboard wood is flawless, and the infamously complicated Rolls-Royce split-level air conditioning works perfectly.

You only hear the engine on initial startup, before it settles to a silent idle with no blowing from the exhaust. The Rolls-Royce drives perfectly, tracking straight, offering effortless acceleration. Suspension is composed, with no creaks or groans under the car's considerable weight. The only weak link is slightly spongy-feeling brakes, but it's a general trait of the model. The Avon Turbospeed tyres are new, and it's spotless under the bonnet, right down to the unmarked original warning and advice labels in the engine bay.

It's expensive for a Silver Spirit, but as a second generation example, it's one with the model's early bugs ironed out – and if the intel on its history is to be believed, it's like new. With this in mind, £27k for a barely-used, nearly-new-condition example of what was once the world's most expensive car still looks like good value. You'd pay a lot more for a comparable Silver Shadow or Camargue.

1990 Rolls-Royce Silver Spirit II

Price £26,995 **Contact** Kim Cairns, Kings Lynn, Norfolk (01485 541526, *kimcairnsclassics.co.uk*) **Engine** 6750cc V8, ohv, electronic fuel injection **Power** 226bhp @ 4300rpm **Torque** 340lb ft @ 1500rpm **Top speed** 128mph **0-60mph** 10.4sec **Fuel consumption** 14mpg **Length** 5268mm **Width** 1887mm

CHOOSE YOUR ROLLS-ROYCE SILVER SPIRIT

- Replacing the Silver Shadow in 1980, the Rolls-Royce Silver Spirit accommodated much of the Shadow's underpinnings in a roomier monocoque saloon deliberately reminiscent of the 1975-1985 Camargue coupé. Long-wheelbase model named Silver Spur.
- 1989 Silver Spirit/Spur II added Bosch MK-Motronic fuel injection, active-ride suspension. In 1991, a four-speed GM 4L80E automatic gearbox replaced the original THM400 three-speed.
- 1993 Silver Spirit/Spur III added airbags and individually-adjustable rear seats. Flying Spur version put Bentley Turbo R underpinnings into Rolls-Royce guise.
- 1995 New Silver Spirit/Spur presaged by 1994 US-market Silver Dawn, with Bentley turbo power. Sales ended in 2000.

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1961 Mercedes 190 SL

Papyrus white with sable black leather interior, 69,000 miles. This car is an older restoration that remains in great condition throughout. It has just come out of a private collection and benefits from a recent five thousand pound mechanical overhaul.

£79,995

1988 Mercedes-Benz 300SL (R107) Only 35,000 Miles From New

Having only completed 35,690 miles from new, this car has just come out of a 33 year ownership with receipted work of roughly £13,500 since 2019 with less than 60-miles travelled since. It's finished in Signal Red and the paintwork is all original.

£47,995

1988 Mercedes 300SL R107 Automatic

A true icon of the SL lineage, this classic roadster combines striking design, advanced engineering and a driving experience. Under the hood, the 300SL boasts a powerful 3.0L inline-six engine, delivering 188 horsepower with smooth, seamless acceleration.

£32,995

Ariel Atom 3.5R 2018 550 Miles!

Full Ariel service history. Fully loaded and extremely rare factory 3.5R with side pods and front and rear factory carbon spoilers. 350bhp. Currently fitted with a new stainless sports exhaust which makes it sound insane (original exhaust comes with it)

£69,995

1989 BMW Z1

Left hand drive with just 61,000 miles. The paintwork is finished in timeless hue of Dream Black which is in lovely condition, as is the black soft top. Interior trim is original grey and camouflage-patterned leather. Built in April 1989, imported and registered in August.

£42,995

1955 Jaguar XK140 SE FHC

This XK140 is finished in black with red leather interior and walnut dashboard. 10,000 miles showing. JD Classics carried out an extensive restoration on the car many years ago and it still remains in great condition.

£79,995

1953 Jaguar XK120 OTS

Chassis no.661131. Original RHD car with 12,500 miles. Finished in famous British Racing Green with Suede Green interior. With black tonneau cover and softtop. Fitted with a Getrag 5 speed gearbox and propshaft, which improves the whole driving experience.

£74,995

1983 Maserati Merak SS only 51,000 miles from new

This superb example is presented in Celeste Chiaro with blue leather interior. It was specially ordered from new with metallic paint, black carpets, black leather centre console, electric windows, air conditioning, Campagnolo wheels and Dynatrol rust treatment.

£67,995

1973 Porsche 911 T 2.4

First registered in 1975. Showing 99,000 miles, this 911T has just from long ownership having been in the previous owners hands for the last 26 years with just 5 former keepers registered.

£84,995

1965 Mini Cooper S MK1 1275 cc

In Tartan red with a gloss black roof and red and grey interior. 1965 C registration. 31,000 miles showing. With a Heritage certificate confirming its original specification. This car has been completely stripped down to bare body shell and fully rebuilt to perfect condition.

£44,995

Mini Cooper S Mk3 Showing 43,000 miles

Comprehensive history file which includes vast amounts of paperwork pretty much going back to when the car was a year old, nearly all mot's going back to 1976, tax discs including one from 1972, genuine owners handbook.

£44,995

1963 Volkswagen Type 2 23 window

Cream over dark red with matching beautifully re-trimmed interior. This very rare bus is a genuine German built 23 windows, which was supplied new to the German Embassy in Mexico City as their Minibus, they sold it in 1969.

£54,995

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JAGUAR XKR 5.0 V8 SUPERCHARGED CONVERTIBLE ONLY 33,000 MILES FROM NEW. Finished Beautiful and Very Rare Salsa Red With Full Black Leather Electric Heated Memory Seats. Factory Options Included: Colour Touch Screen Sat/Nav, Bowers & Wilkens Premium HiFi with ipod /USB Connection, 6 CD Player, Bluetooth Phone, Heated Steering Wheel, Ali Interior Pack, Wind Deflector, Red Brake Calipers, 20" Jaguar Alloys, Front/Rear Park Distance, Xenon Headlights, Fitted Battery trickle Charger, Fitted Car Cover. Full Jaguar Main Dealer Service History with Full MOT History............ **£29,995**

JAGUAR XJ 2.7 V6 DIESEL 2008 X358 SPORT ONLY 50,000 MILES FROM NEW. Finished in Rare Metallic Jaguar Racing Green with Full Ivory Leather Electric Sports Heated Memory Seats. Jaguar Factory Options Included: Colour Touch Screen Sat/Nav, Cooled Front Seats, Park Distance Control, Heated Front/Rear Screen, Premium HiFi with Bluetooth Phone, 20" 5 Spoke Jaguar Alloys, Power Fold Mirrors, Cruise Control. Full Jaguar/Specialist Service History Service Invoices and Full MOT History. Full Book Pack and 2 Keys. For More Detailed Information Please call or email. UK Supplied From New.. **£13,995**

JAGUAR X-TYPE 3.0 V6 PETROL 2007 SOVEREIGN SALOON. ONLY 27,000 MILES FROM NEW. Finished in Metallic Zermatt Silver with Full Barley Leather and Brown Piping Electric Heated Seats. This extremely Rare X-Type 3.0 Sovereign was ordered new with many Factory Options: Colour Touch Screen Sat/Nav, Heated Seats, Alpine Premium HiFi with Multi CD, Bluetooth Phone, 17" Jaguar Alloys, Multi Function Wood Leather Steering, Walnut Interior Pack. Full Jaguar and Specialist Service History and Full MOT History. For more detailed Information Please Call or email.................. **£12,995**

MERCEDES BENZ SL350 3.7 V6 AUTO CONVERTIBLE PETROL 2005. ONLY 33,000 MILES FROM NEW. Finished in Metallic Tellurium Silver with Full Alpaca Grey Leather Electric Heated Memory Seats. This 2 Former Owner Car has been with the last owner since 2012 some 12 years. MB Factory options Included: Comand with Colour Sat/Nav, Panoramic Glass Roof,Leather Steering Wheel and interior Pack, 19" AMG Alloys 5 Spoke, Electric Folding Mirrors, CD Changer 6 Disc, Cruise Control, Electric Heated Memory Seats, Xenon Headlights, Full MB/Specialists Service History with Fully Documented Service Invoices and Full MOT history. An absolutely beautiful example with Full Book Pack and 2 Keys. Unused Spare Wheel and Tools. For More detailed information please call or email.. **£13,995**

MERCEDES BENZ C63 AMG 6.3 V8 COUPE 2012 ONLY 33,000 MILES FROM NEW. Metallic Tenorite Grey With Full Two Tone Black/Red Leather Sports Seats. Only One P/Keeper. Factory Optional Extra's Including: Command online, Panoramic Glass Tilt/Slide Roof,Lane Tracking and Blind Spot Assist, Rear Park Camera, Harmon Kardon Logic 7 Surround Sound, Colour Sat/Nav, DAB Radio, Bluetooth Phone with Phone Streaming, AMG Speedshift MCT 7-Speed Sport Transmission, Electric Heated Memory Seats, High Gloss Black Piano Interior Trim, Adaptive High Beam, Xenon Headlights, Red AMG Brake Calipers, Front/Rear Park Distance, Power Fold Mirrors, Factory Order 19" AMG Multi Spoke Alloy Finished in Titanium Grey................ **£29,995**

JAGUAR XK 5.0 V8 PORTFOLIO CONVERTIBLE 2014 Only 9,000 Miles From New. Finished in Beautiful Metallic Rhodium Silver with Full Royal Blue Leather Electric Seats with Cashmere Stitching, Jaguar factory options Included: Colour Touch Screen Sat/Nav, Bluetooth Phone with Audio Interface Music, Heated Sport Steering Wheel, Electric Heated Seats, Air Conditioned Seats, Walnut Interior Pack, Front/Rear Park Distance, Reversing Camera, Bowers/Wilkins Premium HiFi, Adaptive Steering Xenon Headlights, Full Jaguar Service History and Full MOT History. Surely the Very Finest of the last of the XK Models... **£34,995**

MERCEDES BENZ SL350 AMG SPORT V6 3.5 2013 CONVERTIBLE. ONLY 29,000 MILES FROM NEW. Obsidian Black. Full Anthracite Leather Electric Seats with Silver Stitching, Stop/Start, MB Factory Options Inc: Colour Sat/Nav, Airscarf, E/Folding Mirrors,Traffic Sign Recognition, Premium Sound with Bluetooth Audio , Bluetooth Phone,Ali Interior Pack, AMG Sports Pack, 19" AMG Alloys,Heated Seats, Sports Steering Wheel, Active Park Assist, Front/Rear Park Distance, Wind Deflector, Full Mercedes Benz/Specialist Service History with Service Invoices and Full MOT History. For more detailed Information Please call or email.. .... **£19,995**

JAGUAR F-TYPE 5.0 S V8 SUPERCHARGED 2013 8 SPEED CONVERTIBLE. ONLY 26,000 MILES FROM NEW. This is one of a small number of 5.0 V8 Supercharged S Models produced in Rear Wheel Drive.Finished in Rare Metallic Indigo Blue with Full Pale Grey Leather Electric Heated Seats. Factory Options include: 7" Colour Touch Screen Sat/Nav, Bluetooth Phone, Meridian Sound System Music with Audio Interface, Rear Parking,Front/Rear Park Distance, Rear Parking Camera ,20" Black Blade Alloys, Switchable Sports Exhaust, DAB Radio, Heated Seats,Cruise Control, Power Fold Mirrors,Premium Carpet Mats, Sports Sun visors, Full Jaguar/Specialist Dealer Service History with Service Invoices and Full MOT History. For More Detailed Information Please Call or email .. **£35,995**

URGENTLY WANTED SIMILAR LOW MILEAGE CARS

Originally grey, this Superamerica was changed to Giallo Fly by Dick Lovett

Interior reflects barely-used mileage

V12 fastidiously maintained even when hardly used

Ferrari 575M Superamerica £219,990

This rarest of the roadgoing Maranello series has all the ingredients of a true collectors' Ferrari, says Sam Dawson

Built and named to emulate the dramatic, coachbuilt and extremely exclusive American-market Ferraris of the Fifties and Sixties, this eye-catching 575M Superamerica effectively promises to be a stiffer, more dynamic, more powerful and more practical evolution of its 550 Barchetta predecessor. Replacing the canvas top with an electrically-powered hardtop which revolves into action from the bootlid, this particular Superamerica is even more unusual. It was ordered when new with the GTC Fiorano handling pack, comprising stiffer, lower springs, Formula One-derived brakes, and 19-inch wheels.

Crucially, all the complicated electrics work – including the roof – although there was an intermittent dashboard warning claiming the boot was open when it wasn't. The air conditioning system is fully functional though, and the windows slide up and down promptly.

Condition-wise, it's consistent with its 16,195 recorded miles. The interior is perfect and looks barely sat in, although the pop-out oddments box lid by the driver's left elbow doesn't seem to want to latch closed properly, and is easily whacked while driving. Externally, the Giallo Fly paint – not original, we'll come to that later – is flawless, with, perhaps to be expected, just the tiniest traces of stone chips on the nose.

It is surprisingly untemperamental and undramatic for a Ferrari. The engine starts immediately, first time, and settles to a steady, muted idle. Oil pressure is a steady five bar under load, and the temperature never climbed past 100°C on our test drive. The ride from the GTC suspension setup is firm but supple, tracking straight even when driven on rutted, potholed roads, and the brakes are powerful, if requiring of a firm racetrack-style shove on an unyielding pedal. Steering is faithful if a little numb-feeling, but all Maranellos are like that.

Acceleration is as urgent as it should be, the V12 howling all the way through its ratios, yet behaving itself in traffic, with solid mid-dial readings even after a B-road blast. Chassis electronics iron out any jeopardy to maintain grip as the car gathers pace on a wet road. There are two main gearbox settings – fully automatic, which can be overridden by the steering-column paddles, although they do feel a little laggy in this mode; and manual, with the gearbox abruptly obeying your commands through use of the paddles. Both work as they should.

This car was originally supplied in rather subdued Grigio Silverstone. The first of its three owners only had it four months before it was re-sold by supplying dealer Maranello Sales. The second owner, a serial Ferrari collector, cherished it more, having it repainted in yellow at Dick Lovett to match his other Ferraris, and servicing it at Maranello Sales, including the crucial cambelt changes. The latest owner took the car to HR Owen and Joe Macari, showing similar diligence – and so that low mileage is verified.

CHOOSE YOUR FERRARI MARANELLO

- A new breed of front-engined two-seater for the Nineties recalling Sixties Ferraris, the 550 Maranello was launched in 1996. It was based on the 456GT 2+2, with styling by Pininfarina's Elvio d'Aprile.
- A Ferrari 550-based roadster concept, the Rossa, celebrating 70 years of Pininfarina, was displayed in 2000. It was followed by the production-car-based 550 Barchetta later that year. Its canvas roof was rated up to 70mph.
- 575M (Modificata) replaced 550 for 2002, with enlarged 5.7-litre engine, grille revisions, and the option of paddleshift transmission.
- Race-inspired GTC debuts in 2005, featuring upgraded suspension, brakes and exhaust, along with folding hard-top Superamerica.
- In 2006, just as the model was retired in favour of the new 599, Zagato announced an exclusive run of rebodied 550s and 575s. The last was completed in 2009.

2006 Ferrari 575M Superamerica GTC

Price £219,990 **Contact** Rardley Motors, Grayshott (01428 606616, *rardleymotors.com*) **Engine** 5748cc V12, dohc per bank, electronic fuel injection **Power** 515bhp @ 7250rpm **Torque** 434lb ft @ 5250rpm **Top speed** 202mph **0-60mph** 4.2sec **Fuel consumption** 15mpg **Length** 4550mm **Width** 1935mm

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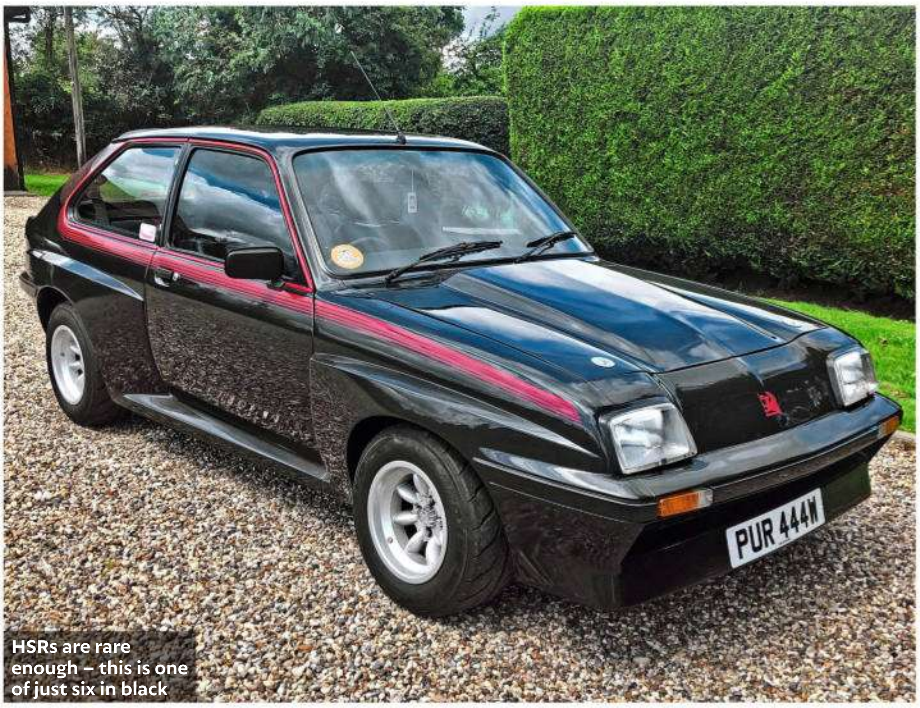
HSRs are rare enough – this is one of just six in black

Interior a charming combination of restored and original

Original twin-cam is a rare find in HSRs

1979 Vauxhall Chevette HSR £59,950

Fancy a rally homologation special that makes RS Escorts look common? Alan Anderson has just the thing

This competition evolution Vauxhall is even further removed from the standard 135bhp Chevette HS. What's more, with only six black HSRs ever made, PUR 444W's rarity is assured, which goes some way to justifying a price that the Droop Snoot Group owners' club (DSG) says is actually cheap for a genuine HSR such as this one.

The engine starts instantly, with oil pressure correctly at maximum on its gauge. The highly tuned Dell'Orto-fuelled, twin-cam unit soon settles down without temperament or clatter and provides thrilling performance once the sweet spot is reached. The clutch biting point appears high but is probably down to adjustment, because there's no slip or judder and the five-speed Getrag 'box is excellent. As befits its low mileage, this HSR feels nicely taut and handles a treat on its semi-slick Toyo 888 tyres which, while getting old, have plenty of grip. The higher-downforce and bodykitted HSR is a world away from an already heady HS because it sports a modified chassis, suspension, rear disc brakes and lightweight panels. All handbuilt, this HSR probably kicks out circa 160bhp.

According to the DSG, while 50 HSRs were widely purported to have been made – in contrast to the 400 HSs – only 34 actually were; 28 in silver and just six in black. PUR 444W was originally built in July 1979, and underwent a comprehensive restoration ten years ago. The rebuild stands up well. wide-arch glassfibre wings, aprons, bonnet and boot haven't cracked, although there is some very minor bubbling on the 'snoot' by the bonnet edge. The bonnet features additional competition holding pins, while the 13-inch alloy wheels seem mint.

The driver's seat vinyl has just been repaired and a new headlining was bought in 2015. Other than this, it's hard to tell what's been restored and what's original. Pleasingly, there's been no attempt to modify the cabin over the decades. The lurid tartan trim looks unmarked, and the front sports seats haven't sagged. The bright red carpeting is protected by even brighter matching over mats. The only sign of ageing is the rather faded leather-covered steering wheel. Both handbrake lever and special gear knob appear to be in excellent shape.

There's an arresting sight under the bonnet, with the 2.3-litre engine's twin-cam cylinder head, carburettors and ITG air filters all seeming clean and correct. There's even a Dealer Team Vauxhall sticker on the bulkhead signed by Gerry Johnstone, former DTV boss. A matching-numbers car, it comes with a fat ring binder overdosing on history, and includes correspondence from some of the previous eight owners, plus a DSG certificate of manufacture. The maintenance bill includes a 2008 receipt for a cylinder head gasket set, while in 2020, the original Vauxhall distributor was changed to a rare and highly sought-after Bosch item, set up by an expert. The dealer now believes there are only three known survivors in the UK and the DSG knows PUR 444W well.

CHOOSE YOUR CHEVETTE HS/HSR

- Powered by a 2.3-litre engine with a 16-valve cylinder head, the Chevette 2300HS was designed for Group 4 rallying. A 'Homologation Special', 400 examples had to be built to satisfy FIA requirements. Motorsport cars run by Dealer Team Vauxhall (DTV) outfit. Vauxhall racer and tuner Bill Blydenstein – of Blydenstein Racing – lead development. Launched in 1976, first cars on sale in 1978.
- All-black, luxury HS-X model offered briefly.
- Anticipating Group B rules, the 1980 HSR was more extreme, with lightweight glassfibre body panels and redesigned rear suspension. Because it proved tricky to run and DTV needed rally engine spares, Vauxhall offered to buy back HSRs and retrofit them with tuned HS engines. Chevette HS and HSR production ended in 1981.

1979 Vauxhall Chevette HSR

Price £59,950 **Contact** St Andrews Autos, Chelmsford, Essex (01245 248888, *standrewsautos.co.uk*) **Engine** 2279cc four-cylinder, ohc, two carburettors **Power** 135bhp @ 5500rpm **Torque** 134lb ft @ 4500rpm **Top speed** 115mph **0-60mph** 8.5sec **Fuel consumption** 19-27mpg **Length** 3993mm **Width** 1580mm

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JAGUAR XK150 3.8 'S' FHC 1960: British Racing Green with Beige hide interior, bucket seats fitted, original style seating included. Chromium wire wheels. Original engine, 5-speed gearbox, original included. Subject to a JD Classics body-off restoration in 2003 with JD brakes, power assisted steering, alternator etc. This is an original UK supplied RHD 3.8 'S', one of only 36 cars **£99,500**

JAGUAR XK 5Ltr 'PORTFOLIO' CONVERTIBLE 2010: Ultimate Black with Ivory hide interior. Black soft-top. 'Burr' walnut wood trim. 20" 'Venus' alloy wheels. Two owners. 19,000 miles only from new. Usual extras plus Keyless Entry, heated/cooled driver's seat, heated steering wheel etc **£22,995**

MERCEDES-BENZ 300 SL (R107) 1986: Diamond Blue with Navy blue hide interior. Matching hard-top and Navy Blue soft-top. Flat-face alloy wheels. Rear seats. 29,000 miles only from new. Supplied new in Jersey. Full service history. Previously supplied by ourselves **£47,500**

BMW 740LI 2016: Grey with Tan hide interior. One (overseas Royalty) owner from new. 31,000 miles only from new. Very highly specified and chauffeur driven from new.. **£18,995**

MERCEDES CLK 200 KOMPRESSOR CONVERTIBLE (A209) 2007: Tellurium Silver with Anthracite hide interior. AMG line body styling kit. Navy Blue soft-top. 18" AMG alloy wheels. Two owners. 31,000 miles only from new. Air conditioning and 'Avandgarde' equipment package. **£10,995**

MERCEDES-BENZ 280 SL 'PAGODA' (W113) 1969: Opalescent Maroon with Black hide interior. Matching Maroon hard-top and black mohair soft-top. Automatic/P.A.S. 90,000 miles only from new. Comprehensive history and known to us for many years. **£125,000**

AUDI A4 SPORTLINE QUATTRO 3.2 LTR CONVERTIBLE 2006: Mineral Grey with Charcoal hide interior. Black soft-top. Tiptronic automatic gearbox. 18" alloy wheels. Air conditioning. Two private owners plus ourselves. 31,000 miles only from new. ULEZ complian.. **£8,995**

BMW 735I (E38) 1990: Alpine White with Black hide interior. Alloy wheels. One owner. 32,000 miles only from new. Air conditioning, electric sunshine roof and other usual refinements. Supplied new by Jacksons in Jersey, CI and recently imported by ourselves.

JAGUAR XKR-S 2011 LEFT HAND DRIVE: French Racing Blue with Charcoal hide interior and Ivory stitching. 20" Grey 'Vulcan' alloy wheels. Carbon trim pack. Supplied new in Europe it was brought back by Jaguar Cars in 2017 whereupon a client of ours purchased it from Jaguar. 17,000 miles only from new. Usual extras plus rear view camera. Very rare....................................... **£39,995**

JAGUAR XK 150 3.4 LTR FHC 1959: British Racing Green with Black hide interior with Suede Green carpets. BRG wire wheels. Supplied new to the USA from where it returned in 2013. Now fitted with a 5-speed gearbox, brake upgrade, six branch exhaust manifold, expansion tank and Kenlow plus other upgrades. A highly useable example **£45,000**

JAGUAR XJ6 4.2LTR 1986: British Racing Green with Cheviot Tweed interior. 'Pepperpot' alloy wheels. Two owners. 59,000 miles only from new. Full history. One of the very last 1986 model year cars.

JAGUAR SUPER V8 4.2 LTR (X-350) 2004: This is the SUPERCHARGED precursor to the XJ'R'. Zircon Blue with Warm Charcoal hide interior. 18"'Prestige' alloy wheels. Three owners. 51,000 miles only from new. Full service history. A highly equipped example including CATS, rear media controls and heated wood & leather steering wheel. Previously supplied by ourselves........................ **£15,995**

MG TA TICKFORD DROPHEAD 1937: Navy Blue with Beige hide interior. Navy Blue carpets and soft-top. Silver wire wheels. A very carefully restored example with correct TA engine etc. **£33,995**

RANGE ROVER (P38) 4.6 VOGUE 2000: Dark Metallic Blue with Biscuit hide interior. Alloy wheels. One family (overseas Royalty) owned from new. 64,000 miles only from new. Air conditioning, electric sunshine roof and other usual refinements.. **£11,995**

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ULEZ COMPLIANT

2014 JAGUAR XK 5.0 V8 DYNAMIC R *ONLY 18,000 MILES*. Finished in Ultimate Black with Ivory Hide seats and black leather dash top and centre console with Ivory stitching, These last of the XK series are built on an all aluminium sculptured body with a 5 litre V8 supercharged engine. Full Jaguar Main dealer history, last service only 100+ miles ago, original book pack, Jaguar online service and 2 sets of keys. These last of the line XKRs are becoming very sought after **£47,995**

ULEZ EXEMPT

1952 DAIMLER SPECIAL SPORTS CONVERTIBLE. Coach built by Barker and one of only 500 built. 3 were fixed head the rest drop heads mainly by Barker, there were a few Hooper bodied. Finished in Sage Green over Smoke Green with Beige Hide. The car has an extensive History File including the original log book detailing ownership. Also comes with MOTs dating from 1968 to 2018, handbooks, Jack and Tools, Spare keys etc. Beautiful example.. **£32,995**

ULEZ COMPLIANT

2018 MERCEDES AMG SLC 43 AUTO CONVERTIBLE. Finished in immaculate Metallic Black with Black Nappa leather stitched red and red seat belts. 3.0 litre V6 engine capable of 0 to 60 in 4.6 seconds. Panoramic folding roof, air scarf, climate control, Mercedes Comand System, heated seats, performance steering wheel, AMG body styling, 18 inch alloy wheels, 9 speed auto with tiptronic paddles etc. 41,800 miles with original handbooks. Full Service History and 2 sets of keys. Excellent opportunity to acquire a high performance luxury Mercedes **£29,995**

1990 ROLLS ROYCE SILVER SPIRIT II *2 OWNERS 15,000 MILES FROM NEW*. Supplied to a London PLC 1st Jan 1990 then passed to a doctor for 29 years and used sparingly now covered 15,900 miles. Finished in Royal Blue with Magnolia Hide, Dark Blue Piping and Dark Blue dash top Dark Blue carpets. Spare wheel and unused complete tool kit. The underside is in remarkable condition, looks more like a one year old car not a 33 year old one. One of the very best you will find. **£26,995**

ULEZ EXEMPT

1983 MERCEDES 200 123 SERIES *ONLY 25,800 MILES FROM NEW*. Supplied by M Thomas Continental of Plymouth to a gentleman from Newquay who had the car until his passing in 2022. The car has 10 service stamps by M Thomas Continental up until September 1998 at 25,118 miles. Finished in its original and immaculate Signal Red with unmarked Tan Trim, the car is in time warp condition and totally original, not having had any restoration or repairs. Comes with all its original Hand Books, Service Book, New Car Brochure and price list. When only the best is good enough..............**£23,995**

ULEZ EXEMPT

1975 TRIUMPH TR6 2.5 PI P6. This immaculate fully restored UK spec CR chassis number fuel injection with overdrive example has been subject to a full restoration to its original UK spec and original colour, Magenta with black trim. Upgraded with far more comfortable seats and a wooden steering wheel. With an extensive history file with MOTs to confirm mileage of only 71,000 from new, the original hand book, service book, heritage certificate plus a hard top supplied from new................**£23,995**

ULEZ EXEMPT

1968 ROLLS ROYCE SILVER SHADOW I. Very early car with the most desirable Chippendale Dash and Chrome interior door handles.Covered 90,000 miles.The car has just had an hydraulic system overhaul, full service and recommissioning. Finished in its original colour of Regal Red with Parchment Hide and Light Beige Wilton Carpets. Early Shadows with the Chippendale Dash are very collectable and hard to find in this condition...**£21,995**

ULEZ EXEMPT

1974 MERCEDES 280 SE. Finished in immaculate Icon Gold, Brown MB Tex with Striped Brown cloth and matching body coloured wheel covers. Only covered 51,000 miles. Lightly recommissioned in 2018 and sold to a long standing customer of ours who covered only 3,000 miles during his ownership of six years. With original book pack, old MOTs and invoices, 2 sets of keys etc. Incredible condition, low mileage and ownership **£21,995**

1997 ASTON MARTIN DB7 VOLANTE. Finished in Solent Silver with Light Grey Hide, Dark Grey Piping, Black Hood and Suede Headlining. Supplied by Aston Martin Sales Mayfair and covered 81,000 miles. Just had a full major service, new brake pads and new tyres. Comes with handbooks, service books, file of invoices, MOT's, two sets of keys, tool kit and 12 month warranty. Exceptionally well looked after Aston Martin DB7 in excellent condition..**£21,995**

ULEZ COMPLIANT

2016 MERCEDES C200 COUPE AMG AUTO. Finished in flawless Hyacinth Red Metallic with unmarked Black Leather Interior. Specifications include heated and electric front seats, two zone climate control, cruise control, multi function colour control screen, DAB radio, Sat Nav, Rear camera, Bluetooth, ambient lighting, paddle shift, speed limiter, panoramic sunroof, 18inch alloy wheels etc. The car has only covered 25,000 miles. Very high spec luxury low mileage C200 Coupe..................**£19,995**

ULEZ EXEMPT

1972 ROLLS ROYCE SILVER SHADOW I. Finished in Sable with Beige Hide and Beige Wilton Carpets. Last purchased in 1982, for the last owner's daughter's wedding and kept the car until we purchased it in 2018 and has been in our personal collection. Fully recommissioned including hydraulic brakes and suspension overhaul and covered 65,000 miles. Stunning looking car in its period colour. Ready for show...........**£19,995**

1987 JAGUAR XJ6 3.6. Finished in immaculate old English White with unmarked Saville Grey hide, Grey carpets and as new Walnut Veneers. Supplied and serviced by Dutton Forshaw. Has only covered 35,100 miles from new. Comes with its original books, service book stamped by Dutton Forshaw, 2 sets of keys, unused tool kit and unused spare wheel. Immaculate low mileage car in virtually as New Condition.......................**£15,995**

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ULEZ EXEMPT

1980 MGB ROADSTER. This stunning MGB is finished in immaculate Factory Black with Black Leather, Wire Wheels, Overdrive, Mohair Hood and Pioneer KE2900 Radio. 64,000 miles, comes with MOT certificates dating back to its first one at 3 years old and a large file of invoices for service and maintenance detailing the care and attention this exceptional MG has had to keep it in the condition it is today. One of the best on the Market, don't miss this one! **£14,995**

ULEZ COMPLIANT

2005 PORSCHE BOXSTER 3.2 S 6 SPEED MANUAL GEARBOX. Finished in immaculate Basalt Black Metallic with dark grey hide, dark grey carpet and electric powered black hood. Only 67,000 miles with full service history, both main dealer and specialist stamps. Electric seats and windows, original Porsche CDR 24 sound system, digital climate control, trip computer etc. Comes with a file of invoices detailing how well the car has been cared for along with its original books in the leather Porsche Wallet. Superb drive and performance.............**£13,995**

ULEZ EXEMPT

1971 ROVER 2000 TC. Finished in Tobacco Leaf with Black Hide. Placed into storage in 2005 and fully recommissioned by us in 2020. We sold the Rover to its second owner in 2020 who covered only 2,000 miles during his ownership, now only covered an incredible 31,000 miles. Comes with Heritage Certificate, old MOTs and new car receipt from Lex Motor Group. Very hard to find in this condition... ....**£12,995**

2000 VOLKSWAGEN GOLF V5 AUTO. Top of the range luxury Golf featuring the super smooth VW V5 engine together with the DSG Automatic gearbox. ONLY one owner and 57,000 miles. Immaculate Diamond Black with contrasting Magnolia Leather. Only one very careful owner, meticulously serviced and maintained, confirmed by the documented history and service records with 18 stamps in the service book. With all the original handbooks and service book. Exceptional condition........**£11,995**

ULEZ COMPLIANT

2002 AUDI S6 AVANT QUATTRO 4.2 TIPTRONIC. Supplied new by Epson Audi to a lady director of Shell to a very high exacting specification. (See our main website) Immaculate Licht Silver Metallic with Black Alcantara/ leather Trim. 11 service stamps by Epsom Audi plus a file of invoices including Cambelt change at 59k and 84k. The car changed owners in March 2023 at 116k and had 2 further specialist services now covered 121k and looks like a 21k Audi S6. Top Specification, Top Condition and Super Performance........**£10,995**

ULEZ COMPLIANT

2004 JAGUAR X-TYPE 2.5 V6 SE (AWD) MANUAL *ONLY 12,000 MILES*. Finished in immaculate Pacific Blue with Saville Grey Leather and bronze Sapele veneers. Only 12,000 miles and only two owners, the first owner had the car from 2004 to 2023. This immaculate example comes with its book pack, fully documented main dealer service history, original sales invoice, selection of service bills and 2 sets of keys. Specifications include heated front seats, climate control, cruise control, radio/ CD player, adjustable steering column, trip computer etc. Exceptional low ownership and low mileage Jaguar X TYPE known for elegance and excellence...........**£10,995**

1996 MERCEDES E220 CABRIOLET SPORT. Finished in the popular colour combination of immaculate brilliant silver with black leather. With the optional extras of heated seats, front armrest and 8 hole alloy wheels. Only 3 owners from new, the last owner has owned the car since 2005. Comes with service history, old MoT's, Mercedes book pack, service book etc. Very well looked after low ownership locally owned from new. Now becoming very sought after...**£10,995**

1986 AUSTIN METRO CITY *ONLY 3,200 MILES*. Finished in its original White Diamond with Brown/Beige Trim. Serviced at 999 miles and again at. 2,505 miles. MoT's within file from 1989,1990,1991 and 1992. Totally original apart from having a new exhaust system. Comes with all the original log books in the original plastic wallet. With unused spare wheel and tools. Must be one of the best in existence, would be credited to a collection or museum..**£9,995**

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2004 VW BEETLE 2.0 AUTO. Only 18,000 miles from new only 2 owners, 1st from 2004 to 2023. Finished in Silver with Grey Trim this virtually unmarked car has been very well looked after with 15 service stamps in the service book. Specs include Radio/CD player, alloy wheels, air con and metallic paint. With original new car invoice, fully stamped service book, unused spare wheel and tool kit and 2 keys. Immaculate low mileage Beetle for only **£7,995**

2000 JAGUAR XJ8 AUTO. Finished in immaculate Ebony Black with Ivory Hide. This elegant XJ8 comes with Sat Nav, Climate Control, Cruise Control, CD Changer etc. Covered 82000 miles with a fully stamped service book and an invoice for a new timing chain. Comes with all original book pack, a file of invoices, old MOTs dating back to 2003, complete tool kit and 2 sets of keys **£7,995**

ULEZ COMPLIANT

2002 BMW 520I ES SE AUTO. Finished in immaculate Titanium Silver with Full Black Leather. Very rare being the ES model and only 64,000 miles from new with 7 Hexagon Service Stamps and one main dealer stamp. Specifications include Full Leather, Electric Sunroof, Climate Control, Split Rim Alloys and BMW Business Entertainment System. Comes with all the original Books and Service Book in the leather BMW wallet and 2 sets of keys. 3 former keepers a very well looked after original example...**£6,995**

1999 BMW 318I CONVERTIBLE AUTO. Only one lady owner from New. Finished in Titan Silver with Black Leather and Black Hood. The car has only covered 58,000 miles with service print out and old MOTs. Specification includes Climate Control, Electric Windows, Leather Steering Wheel and Alloy Wheels. One owner low mileage car for only **£6,995**

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1969 Jaguar E-Type Series II 4.2 Roadster – Last Owner 49 years. UK Home market matching numbers car. Only two owners from new. fantastic history file dating back to its first service in 1969. .... **£69,995**

1989 Jaguar XJS V12 Convertible - This XJS has had a staggering £110,000 spent on restoration work since 2014. Ten years on since restoration the XJS is exceptional to drive, with its rebuilt engine, gearbox and upgrades it is very special on the road................. **£24,995**

1958 MG ZB Magnette – The MG is ready to use and enjoy. Having gone to huge expenditure, the last owner has sold the car and it therefore now offers an excellent opportunity. Prior to the work, this was a strong, honest, original car and its now been taken to a lovely standard, ideal for regular use, shows and rallies.................................... **£19,995**

1962 Mercedes-Benz 190SL – This is the finest we have ever offered to market and is a car the more discerning of buyers will be proud to own. The paint finish is outstanding, the bodywork immaculate and the chrome beautiful....................... **£194,995**

1971 Mini Cooper S MKIII – A beautifully prepared car with an outstanding, gleaming Acqua paint finish. The engine is strong, feels quick and the gearbox offers lovely smooth changes. A huge level of work has gone into this car, its now ready to use and enjoy and is so much fun... **£49,995**

1968 MGC GT Automatic – University Motors - The C is structurally sound with a solid, straight underside and the bodywork is very smartly presented with a lovely paint finish. The chrome work is nicely presented, the wheels are excellent and the engine bay and boot area are well presented. The interior is very well presented............................ **£19,995**

1924 Morris Cowley Bullnose Two Seat Tourer – A beautifully aged older restoration has an interesting history. Ahead of delivery to its new owner, the Bullnose will be freshly serviced and ready to be enjoyed...... **£14,995**

1963 Jaguar MKII 3.8 - Beecham Upgraded - AJM 47A is a fabulous car in every respect and is not only presented in beautiful condition, it is ideal for regular use and long distance touring. The various upgrades make this car the ideal overall package........ .... **£49,995**

1948 MG TC – SXS 233 is still running in with around 200 miles covered since completion. The MG TC has a stunning, clean, and re-painted chassis, stunning bodywork and paintwork and a top-quality interior. On the road the MG is a delight with a rebuilt engine and impressive road holding.. **£24,995**

1969 Citroen DS21 Pallas - XAU 572G is a fabulous example and has clearly been exceptionally well maintained all the way through its life, testament to this being the original leather upholstery. This structurally excellent car that is totally on the button and ready to use and enjoy **£34,995**

1953 MG YB – A charming car with a delightful interior. Its performance on the road is sprightly with very positive steering and good brakes. A restored example of this quality and at this price is a rare find **£15,995**

1950 Morris Minor Series MM – The paintwork has an incredible deep, gleaming finish, the bodywork is exceptional and the interior has the feel of a beautifully kept, original car. Mechanically superb after its engine rebuild, the Morris is a delight.......... .... **£14,995**

1971 Morgan 4/4 Four Seat Tourer – One long term owner since the 1980's and in 2011 treated the car to over £13,000 of work to the engine, braking system, steering and suspension. Since carrying out this work, the Morgan has covered over 7,000 miles and has been thoroughly enjoyed on club events. This is a fantastic car, superbly aged.......................... **£24,995**

1997 Mazda MX5 MKI Harvard – Our car has covered just 16,000 miles from new and is a one lady owner car with all its original manuals, original bill of sale, service book and hard top. We can confirm the Mazda is superbly presented with an exceptional bodyshell and structurally first class underside **£17,995**

2006 Ford GT – This completely original, immaculate First Generation Ford GT has had just one owner from new and has covered 5300 miles. This legendary super car was ordered new in 2006 by one of our long term clients and for the past 17 years the Ford has been part of an impressive car collection and used sparingly............ **£399,995**

1971 Bristol 411 – A very honest, original and well cared for look. The upholstery is impressive with Black leather seats, high quality new carpets and delightful dashboard, dials and headlining. The Bristol has a true feeling of quality and finding genuine, very original examples of the 411 is becoming increasingly difficult **£57,995**

1997 MG RV8 - On the road the MG is a delight with impressive power and performance from the fit, healthy and superb sounding V8. The five speed gearbox excellent to use, and handling and braking superb after the recent program of work. The MG presents well with a lovely consistent Woodcote Green paint finish **£24,995**

1968 Rolls Royce Mulliner Park Ward Convertible - Having had the recent level of re-commissioning, the Rolls Royce feels excellent on the road and is in strong mechanical condition. BWA 438G looks impressive and imposing with a straight bodyshell and lovely, well presented paintwork **£59,995**

1986 Jaguar XJ-S C V12 HE TWR – The XJS presents in first class order with excellent paintwork and bodywork, and a lovely Grey leather upholstery. The Speedline alloys and Black Cabriolet targa top hood are also in very good order. This really is a true collectors piece and with low mileage XJS cars really pushing on in value.................. **£19,995**

1977 Daimler Sovereign Coupe – The bodywork, shut lines and panels are pristine, the paintwork beautiful, chrome work first class and the upholstery truly outstanding. The underside is quite simply exquisite, and on the road equally impressive with impressive power, performance, comfort and luxury........ **£39,995**

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1976 Lancia Fulvia 1.3S – 21,500 miles. A magnificent, highly original car. UK RHD Home Market example. An ideal collectors piece, a car to showcase, use occasionally and carefully own but without doubt, its fantastic fun to drive.. **£29,995**

1986 Jaguar Sovereign 4.2 – This exceptional, low ownership, 46,000 miles from new original car has spent most of its life on Guernsey. This is a car for the discerning buyer looking for a largely original, top class example **£19,995**

1960 Jaguar XK150 3.8SE DHC – One of just 264 right hand drive 3.8 SE's. A stunning older restoration. Overdrive gearbox, power steering and upgraded brakes. The Jaguar is perfect for regular use and long distance touring... **£92,995**

1955 Swallow Doretti – This is an exceptionally rare car, and one that has been rebuilt to the very highest of standards. This is a very special car, ieal for long distance touring, and a delightfully aged professional restoration **£79,995**

1967 Ford Mustang Coupe – Came to us from Pembrokeshire, where it has been with its one UK owner since 2021. Prior to that it was in California and it comes with extensive history dating back to the early 80's. **£23,995**

1989 Bentley Eight – 37000 miles and comes with impressive service history. Supplied by us with 12 months MOT and freshly serviced, this is a car that will leave us ready to use and enjoy without further expenditure.... **£26,995**

1989 Peugeot 205. 1.6 GTi – 68,000 miles from new and comes with a fantastic history file to include the original bill of sale, service books, handbooks, spare key with original Peugeot keyring, MOT's and comprehensive invoice file. Everything a collector would want. **£18,995**

1957 Chevrolet Bel Air – The quality is first class throughout and having had an incredible £90000 of expenditure. Only 300 miles have been covered since restoration. 268.9 HP at 4300 RPM and 327.9 lb/ft of torque the specification includes Powerglide Auto transmission, power steering and power windows.................. **£49,995**

1950 Jaguar XK120 Roadster - We can confirm this Jaguar drives superbly, running with exceptional oil pressure as expected with a fully rebuilt engine that has covered nominal mileage. WXG 181 offers outstanding and impressive performance with a lovely usable Moss gearbox making for a fantastic driving experience. **£79,995**

1959 MGA 1600 Roadster – This is a car we know incredibly well and we have not only carried out a full body off, nut and bolt rebuild, but have stored the car and maintained it since its restoration was completed in 2015............................... **£34,995**

1954 MG TF 1500 - RHD Home Market car. Finished in Ivory with Red upholstery, and it still retains its original factory supplied 1500 engine. 5 speed gearbox enhancing drivability and performance. This is a beautiful car... **£34,995**

1962 Triumph TR4 - Historic Road Rally Winner - The car presents well as a real 'user', is structurally excellent and general appearance is as you'd expect of an top quality older restoration that's been used to competing in events. This is a brilliant car, true provenance but also incredible fun to drive........... **£39,995**

1957 Austin Healey 100/6 - Mechanically on the button, the 100/6 would make an excellent regular use classic capable of serious touring and has the provenance of matching numbers, original colours and just two UK owners making this a very attractive example **£43,995**

1978 Aston Martin V8 Volante – 45000 miles, accompanied by an exceptional history file including original bill of sale. A stunning, highly original top class motor car that we are very proud to offer onto the market..**£187,995**

1959 Jaguar XK150S 3.4 FHC – UK Home Market - Matching Numbers. Perfect combination of history, provenance, usability, and quality in terms of condition and restoration. This is a car we've known for almost 15 years and we cannot highlight enough how spectacular this car is **£99,995**

1988 Mercedes Benz 300SL - 30500 miles. Smoke Silver. Everything you'd look for in an SL, it has low mileage, excellent history and has been kept super original and clearly has been very well cared for throughout its life. **£47,995**

1970 Lotus Elan +2S - This beautifully presented example was manufactured in 1969 and comes with an impressive history dating back to just a few years old. On the road the car feels tight, responsive and offers a fantastic driving experience. The engine is super fit, its strong, offers impressive performance and with smooth gear changes **£29,995**

1968 MGC Roadster – Our MGC is a fantastic to driver, its performs incredibly well on the road with a strong, fit and healthy engine holding very good oil pressure. The C has a smart, tidy engine bay with excellent inner wings and the underside of the car is excellen **£19,995**

1971 Jaguar E-Type Series III V12 Roadster – Coombs Demonstrator – Registered new with the Coombs of Guildford and wore the world famous registration number 'BUY 1'. This matching numbers car has only covered 38500 miles from new and whilst it has had cosmetic refurbishment, it is an incredibly original car. An unrepeatable opportunity **£127,995**

1959 Austin Healey 3000 MKI – We can confirm on the road this Healey is sensational, it is quite simply outstanding to drive. The engine is incredibly fit offering excellent performance and correct oil pressure, the gearbox as expected after a thorough rebuild is first class and the car is dream in terms of handling **£45,995**

1957 MGA Roadster – FIA Registered. No doubt one of the very best driving examples we have owned. This is a fantastic car, one with true provenance and its long term reliability has been proven with its years of long distance overseas touring.................................... **£34,995**

1974 Rolls Royce Corniche - 330 YUK is an incredibly usable, strong driving Jeep that presents in excellent condition with many of its original features and tools. Since being in the UK the Jeep has covered in the region of 6000 km's (now 8000 km's since rebuild) and has been MOT tested most years **£44,995**

1983 Porsche 911 SC - This beautifully presented Porsche 911SC is a full history car that has recently been subject of a program of work that has cost almost £70,000. This beautifully presented Porsche 911SC is a full history car that has recently been subject of a program of work that has cost almost £70,000 .... **£79,995**

1961 Jaguar E-Type Series I 3.8 FHC FIA Race Car – This 1961 Jaguar E-Type Series One 3.8 Flatfloor Coupe is an FIA registered Competition GT car with valid Historic Technical Passport for Hill Climb, Rally and Racing. Valid until 31st December 2026, 6182 RW is in the GTS 7 FIA Class and has competed at several circuits all over Europe including Le Mans..... **£224,995**

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1965 Aston Martin DB6 Vantage finished in Fiesta red with a perfect black hide interior. Fully restored at vast expense and only used sparingly since the restoration. Huge history file and undoubtedly one of the very best available **£249,950**

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1955 Aston Martin DB2/4 3 litre Coupe in a delightful shade of green with contrasting tan hide interior and recently the subject of considerable restoration by Wren Classics. An excellent driving example, realistically priced at **£165,000**

Exceptional one-off 1972 Aston Martin V8 with 5 speed manual box. The subject of a transformation costing in excess of £200,000 into a superb motor car closely resembling an "X" Pack Vantage of the late 80's. Finished in Caspian blue with beautiful Cream interior, Ronal Wheels, stainless steel exhaust and Vantage front spoiler. Considerably less than the cost of the refurbishment at **£165,000**

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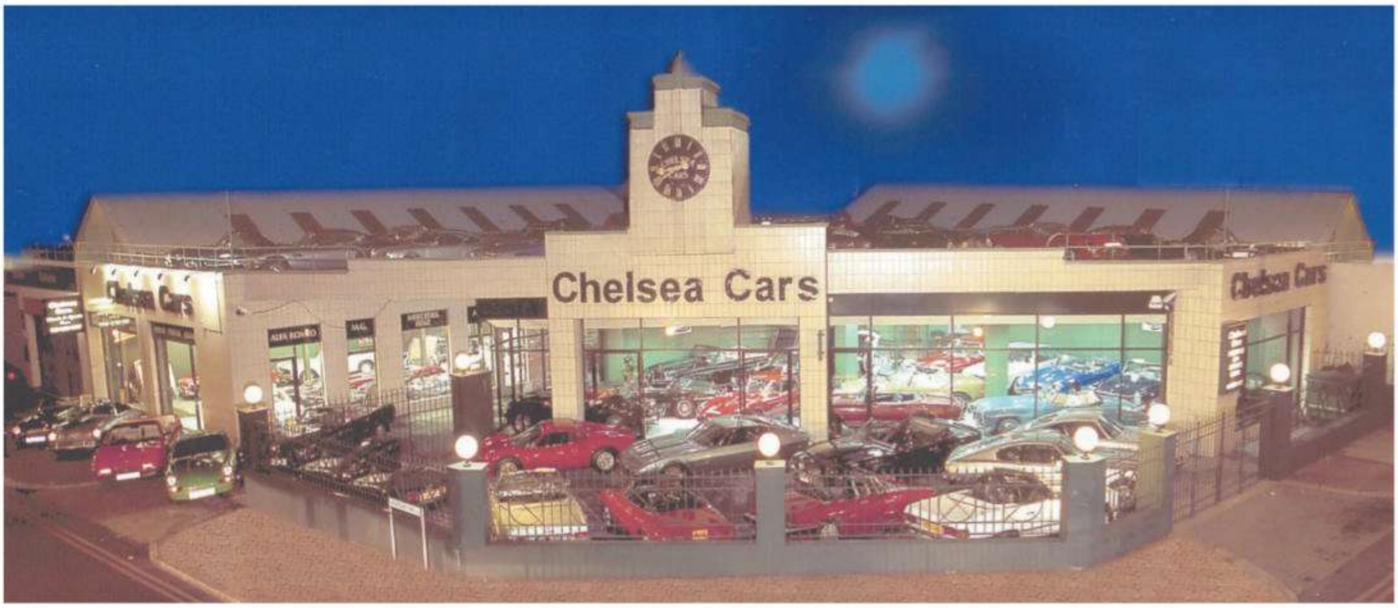

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1970 MERCEDES 280 SL. UK. RHD - CAR AUTO, P/S. MIDNIGHT BLUE COACHWORK. TAN LEATHER ENGINE REBUILT. JUST HAD FULL UNDERSIDE RESTORATION AND REPAINT. NEW DARK BLUE MOHAIR SOFT TOP. FACTORY HARD TOP.......... **£POA**

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1988 MERCEDES 300 SL - NAUTIC BLUE COACHWORK, GREY LEATHER,112K MILES.......... **£32,995**

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1972 MG MIDGET. Coving a mere 30k miles and only 5 previous owners. With a 'light' restoration by Appleby Classic Car Restorations in 1997. Since then the car has covered just over 2k miles. Truly a lovely example. **£11,995**

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AC 427 1966, 5892 miles, 1966 D-Reg recreation, LHD, only 5892 mile, spec too large to print, view at www.sussex-cobra.co.uk, price ono. £28000 West Sussex, tel:07831863713

AUSTIN 12/4 1924, Mechanically sound, drives exceptionally well, this car has won prizes at shows and driven to many shows across the UK, 5 new tyres, lots of receipts, large amounts of money spent on car by previous. £18000 County Antrim, tel: 07858396442

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AUSTIN-HEALEY 100 1958, 100000 miles, Finished in Iris Blue with Navy Blue leather interior, superb condition throughout, original RHD, 5 previous owners, with spare wheel, V5C, large collection of maintenance invoices. £36950 Merseyside, tel: 07870550619

BENTLEY DERBY 1936, 19945 miles, Manual gearbox with overdrive, Mann Egerton body, a beautiful and striking car, in excellent condition, owned 18 years, turns heads wherever it goes, maintained and cherished, fully working. £66000 Uk, tel: 07764255643

ALFA ROMEO ALFETTA 1978, 55000 miles, Stunning, outside superb, full window out repaint few years ago and still superb which shows the quality of the job, drives superb, inside there is some patina on seats, tax/MoT/ULEZ exempt. £14950 Yorkshire, tel:07946156315

AUSTIN 20 1930, Grey/Black, Red trim, twin mounted spares, Landaulette hood, good solid reliable condition. £18000 Kent, tel: 07719779597

AUSTIN-HEALEY SPRITE 1959, 48500 miles, sympathetically updated and restored, extensive rebuild, disc brakes, new tyresn speedo, Tacho battery, leather seats, carpets and interior, new White hard top, undersealed, full history. £19950 Beds, tel: 01525376996

BENTLEY MARK VI 1947, 86500 miles, Bentley MKVI 4250cc, speedo reading 86500 miles, full years MoT, this car is now for sale after 16 years of current ownership, engine and brake overhaul 2.5 years ago. £20500 Northern Ireland, tel:07970383323

ASTON MARTIN DB9 MANUAL COUPE 2007, 39000 miles, Fabulous example, continuous Aston service history, various upgrades, the car is in such excellent condition, www.runnymedemotorcompany.com. £32950 London, tel:01753644599/07836222111

AUSTIN 7 1937, 123456 miles, Registered correctly with the DVLA and has a current VSCC Log book, wonderful car to own and drive, always starts on the button, drives, stops as it should, sounds great too. £12995 Essex , tel:07791892621

BENTLEY 4 1/4 LITRE EXPERIMENTAL CAR CHASSIS 3B50 1939, Unique, great history/provenance, test bed during WW11 with every journey logged, enabled the MKVI to be launched in 1946, very sound, runs/ drives, MoT'd, www,realcar.co.uk. £97500 Wales, tel:01248602649

BENTLEY MKVI 'BIG BORE' PARK WARD DHC 1952, A bright, cheerful and desirbale 'Long Wing' 4 1/2 example, very sound, excellent door fit, driving very nicely, could do with some cosmetic improvement, www.realcar.co.uk. £79500 Wales, tel: 01248602649

AUSTIN 12/4 1927, 1000 miles, Fabulous condition, starts on the button, lots of mechanical renewals, new tyres and tubes, contactless and auto A and R (that's why it starts, economical and is reliable), sale due to lack of space. £12950 Stockport, tel: 07712887993

AUSTIN MINI 1985, 35026 miles, Silver metallic, original 998cc A Series engine, only one previous owner before purchasing secondhand from local Maserati dealer, been dry garage stored, lovingly restored, MoT's, service history. £12950 West Midlands, tel: 07421369570

BENTLEY ARNAGE T MULLINER 2002, 58000 miles, Complete service history, Mulliner quilted interior in finest Black hide, luxury motor car, in such excellent condition, www.runnymedemotorcompany.com. £21950 London, tel: 01753644599/07836222111

BENTLEY MULSANNE SPEED 2015, 29000 miles, 21 inch speed wheels, electric sunroof, interior is trimmed by Mulliner, comfort specification, full Bentley service history, www.hanwells.net. £69999 London, tel: 02085679729

BENTLEY R-TYPE HJM CONTINENTAL FASTBACK 1955, 69,000 miles, Incredibly original/undisturbed, 4 owners, 4.9 ltr engine, auto g/box, Dragonfly Blue, soft Beige leather piped Blue, pleasure to drive, www.realcar.co.uk. £675000 Wales, tel: 01248602649

BENTLEY SPECIAL 1948, 62000 miles, Bentley Special, 4.25lt , MoT and tax exempt, British Racing Green, very good running order, much admired, lots of fun, owned by myself for the last 5 years, £69,995. £69995 West Sussex, tel: 07970148472

BMW 2002 1976, 58780 miles, BMW 2002, Possibly the finest example anywhere. Full details and photos on KGF Classic cars website under the sold section. I bought the car from them. It is exceptional throughout and needs to be seen. £30000 Somerset, tel: 07934412442

BMW 327 1939, 12900 miles, 328 engine no. 326011000, chassis no. 4497, OEW, Black hood/leather, few cabriolet bodies were sold with 328 engines making them rare, restoration work by J.Giles T.T. workshop, call 00393802313334. £145000 Uk, tel:01903771125

BMW E9 1971, 92850 miles, Rare and beautiful, a real crowd pleaser, recommissioned and refurbished, drives really well, such a stylish car and all in all a really good all round car. £38750 Devon, tel: 07818073538

BMW ISETTA 1959, 38000 miles, This is 1959 Isetta BMW Bubble car 4 wheeler, imported from South Africa in 2000, made in Germany, 300cc 4 stroke engine. Currently SORN. Brake overhaul recently. Solid body, few marks on paint. £21500 Derbyshire, tel: 07764194267

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BRISTOL 402 DROPHEAD COUPE 1950, Fabulously attractive, extremely rare, 1 of about 20 made, recent restoration featured in The Automobile, just lovely and just in, www.realcar.co.uk. £0 Wales, tel: 01248602649

CHEVROLET BEL AIR 1954, Runs well, recent new Whitewall tyres, no rust but paint has signs of aging with a little bit of shrinkage and microblistering, very presentable with a lovely shine, interior is lovely, chrome superb. £37950 Glasgow, tel: 07999826049

CHEVROLET CORVETTE 1978, 2750 miles, Rare, collectible, genuine mileage from new, my car for 9 years, was in private collection in USA, mint, original condition, good as the car at Bowling Green museum. £32000 Kinross, tel:07473293494

CITROEN CX 1987, 149400 miles, One of six original RHD CX Prestige Turbos ever built by Citroen, Neptune Grey, Bordeaux leather, fastidiously maintained at least since 1992, body fully restored. £19000 France, tel: 0033762834081

FERRARI 308 1978, 36000 miles, Full nut and bolt rebuild, good condition, please call for further details. £100000 Solihull, tel: 07595071083

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FORD FALCON 1960, 63000 miles, Excellent condition, absolutely no rust or filler, 2.8 straight six, runs perfectly, undersealed, full file of paperwork, just needs minor detailing, genuine reason for sale, phone for more info. £12950 London, tel: 07860113318

JAGUAR E-TYPE 1966, 99589 miles, Registration HAU 727D, nicely restored, MoT April 2025, tax exempt, RHD, manual, documentation and history, price ono. £59000 Scotland, tel:07874837439

JAGUAR MARK IV 1948, With red interior, fully restored and in excellent condition, ideal wedding car, please call for more information. £55000 Bath, tel:01761470607

FORD ANGLIA 1968, 29000 miles, Major restoration many years ago, not messed about with, Green leather interior, excellent condition throughout. £15000 Uk, tel: 07885298529

FORD MODEL 18 1932, Very rare, owned by same family since 1962, Ford V8 289 small block, Jaguar gearbox and running gear, original Steel body, bonnet and side panels, many new parts. £59950 Hertfordshire, United Kingdom, tel: 07766335812

JAGUAR E-TYPE 1973, 30900 miles, Immaculate UK car with fully restored bodywork in Signal Red (was White originally), car taken off the road in 1990 and bodywork restored, including new bonnet and car back on the road in 2016. £57000 Barnstaple, tel:07818073538

JAGUAR MARK IV 1947, 54000 miles, SS Style 2 door Jaguar Coupe, 1947, later 3.4 Jaguar engine with 5 speed gearbox, Jaguar can be seen and driven near Horncastle. Tel: 07957 077005 ask for Geoff. £42995 Lincolnshire, tel:07957077005

FORD ANGLIA 1967, Ex magazine heavily modified 1600 16v Anglia for recommissioning, purchased in 2008, dry stored, pictures are shown removed from storage, solid shell, off road for at least 10 years. £15000 Redhill, tel:07709442579

FORD MUSTANG 1969, It was imported in 1980 to the UK, all my MoT's since rebuild mileage at last test 21979, large photographic record of the repairs carried out, very little to do other than use it. £26000 Essex, tel:07870877284

JAGUAR E-TYPE 1954, 13000 miles, Restoration upgrades include: all syncro gearbox, uprated brakes, electronic ignition and stainless exhaust. £105000 Essex, tel: 441245322546

JAGUAR MARK IV 1948, 47000 miles, A low mileage and amazingly original car with a low number of owners, matching numbers, original engine, engine has recently had extensive rebuild, car drives and performs really well. £48000 Kent, tel:07963020539

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FORD MUSTANG 1973, 29000 miles, Ivy Glow, Advocado Knit interior, definitely one of the best 70s colours for this car, I personally imported this car from Kentucky some six years ago, beautifully restored to it's original condition. £35000 Dollar, tel: 07473293494

JAGUAR MARK 2 1962, 17000 miles, In excellent condition and has been subject to restoration over the last few years, new interior, interior wood in very good condition, recently rust proofed, kept in dehumidified garage. £29999 Bath, tel:07850766979

JAGUAR MK11 3.8 1966, 84000 miles, Matching numbers, Jaguar Heritage Certificate, exceptional example and numerous upgrades, fabulous to drive, www.runnymedemotorcompany.com. £49950 London, tel: 01753644599/07836222111

FORD CORTINA 1971, 32000 miles, Original miles, not messed about with, rare 1-6 pinto engine, most desirable colour, excellent condition throughout. £25000 Uk, tel:07885298529

FORD ZODIAC 1961, 44000 miles, Turquoise and White, probably genuine mileage, re-trimmed seats, good mechanics, some door trim needs replacing, new bumpers, radio poor, impressive bodywork. £16996 Hants, tel:07880733164

JAGUAR MARK 2 1961, 59000 miles, Rare, Dark Blue Opalescent with Blue leather, built to full Coombs spec, large history file plus photo album, handbooks and heritage certificate, original complete toolkit and jack. £36500 Middlesex, tel:07799038566

JAGUAR S-TYPE 1967, 85000 miles, I have owned this car for 28 years, maintained it regardless of cost, everything has been replaced or renewed, too much to list so please get in touch for further details. £18500 Surrey, tel:07828852266

FORD ESCORT 1977, 1234 miles, Noisy road car, dry sumped, genuine Minilite 13" with Kumho Ecsta V70A tyres, full Grp4 spec welded in cage, strengthened shell, fully plumbed in extinguisher, don't have time to use it. £37500 Aberdeenshire, tel: 07837635123

JAGUAR 420 1968, 70000 miles, One owner, rare, manual overdrive, PAS, 70k, all original, lovely unrestored condition, just had major pampering, please call for further details, price ono. £16995 Uk, tel: 07389709345

JAGUAR MARK 2 1960, 69000 miles, Stunning, early MK2, manual with overdrive, restored in late 80's and still perfect, unmarked Mist Grey bodywork with stunning interior and perfect wood, no rust or damage. £23995 West Yorkshire, tel:07977038113

JAGUAR S-TYPE 1966, 92500 miles, MOD, presenting a rare opportunity to own an exceptional car with a manual overdrive, finished in stunning Oxford Blue with Red leather interior, matching numbers, true time capsule. £26500 Matlock, tel:07738995267

JAGUAR XJ6 1976, 40000 miles, Very rare, Silver with Blue leather interior, electronic ignition so ultra reliable and a bit more power than standard, everything working as it should, lovely driving, very good condition. £20000 West Sussex, tel:07788824326

SPECIALIST INSURANCE FOR YOUR CLASSIC

JAGUAR XJS 1987, 23673 miles, Lovely condition throughout, full service history in original service book, MoT till August 2025, almost new hood, all original paperwork, 1 of 86 registered with auto transmission. £13495 Isle Of Wight, tel:07702084622

LAND ROVER RANGE ROVER SPORT 2017, 22400 miles, Black 22 inch alloys and panoramic roof, leather interior is in Ivory with Black stitching, Black carpets, park camera, 2 owners, full history, www.hanwells.net. £32750 London, tel: 02085679729

JAGUAR XK150 1960, 34000 miles, British Racing Green with Suede Green interior, Genuine matching numbers 'S' car, Heritage Certificate, good history file, lovely, not a 'specced up' car, was a demo car for Clayton Heaters. £68950 Sheffield , tel: 07831092851

LAND ROVER SERIES IIA 1968, Immaculate, in current ownership for 17 years, part converted with small cooker and rear awning LPG, FWH overdrive, parabolic springs, anti roll bars, Salisbury rear axel, 2.5L 5 bearing engine. £16000 Warwickshire, tel:02476543854

LANCIA FLAVIA 1973, Strong 1973 survivor, solid, pretty, low mileage, Maroon, Beige unterior, runs very sweet indeed, usable, condition B, rare. £14995 Dorset, tel: 01202593067

LAND ROVER SERIES IIA 1965, 65000 miles, Full nut and bold restoration in 2021. Restored to the highest standards, 5 bearing engine, Elephant hide interior, correct tyres, absolutely immaculate condition, only driven on dry days. £38000 Oxfordshire, tel: 07759620862

LAND ROVER DEFENDER 1988, 12 months MoT, refurbished 3 years ago, recent cam belt change and gearbox overhaul. £16000 Lincs, tel:07764531498

LAND ROVER SERIES III 1984, 61000 miles, A series 3 from the last year of production, previously sold by Land Rover centre. Finished in rare stratos Blue with deluxe vinyl trim, a great survivor. £12500 Worcestershire, tel:07584130329

LAND ROVER RANGE ROVER 1975, 90000 miles, Selling due to moving abroad, excellent 4L engine (RPI Engineering), originally purchased for 6500 euros, White leather interior, period-correct alloy wheels, fairly good condition for age, no MoT. EUR, 12500 France, tel:0033749632125

LOCOMOBILE RUNABOUT 1901, Genuine, 6.5hp, extensively refurbished last Winter, recent boiler certification, dated by the Steam Car association of GB, Hexane pilot and Kerosene main burner. £32000 Bexhill , tel:07767297916

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1923	**VAUXHALL** 23/60 OD Kington tourer	£49,500
1923	**ROLLS ROYCE** 20 hp open drive by Barker	£34,500
1923	**CADILLAC** V8 Town Sedan	£25,000
1924	**AUSTIN** 7 Trials Special, also competed at Wiscomb	£9,950
1925	**MORRIS** Cowley 4-seat tourer	£10,500
1925	**MORRIS** Oxford "Bullnose" 2-seat tourer & dickey	£11,500
1926	**BUICK** Standard Six Tourer, 3.4 litre 60hp	£19,995
1926	**RENAULT** NN tourer	£12,800
1926	**SUNBEAM** 14/40 Sports Special, 2/3 seater, twin bronz Sus, 4-speed	£24,500
1927	**ALVIS** 12/50 Sportsman Saloon	£29,500
1927	**RENAULT** NN tourer	£11,000
1928	**ALVIS** 14.75 2-seat Beetleback	£37,000
1928	**AUSTIN** 7 Chummy	£16,000
1928	**AUSTIN** 7 Curfew Special	£27,500
1928	**AUSTIN** 7 2-seat Sports by Taylor, Trial preped.	£13,750
1928	**HUMBER** 20/55 Limousine	£20,000
1928	**HUMBER** 14/40 all weather tourer, none runner	£17,500
1928	**RILEY** 9 Monaco Mk 3 saloon	£10,500
1929	**TALBOT** 14/45 Weymann Sunshine Coupe	£24,500
1929	**STAR** 18/50 Charlesworth Sunshine Saloon, newly rebuilt engine	£14,750
1930	**AUSTIN** 7 EA Sports (Ulster), none S/charged, Original	£60,000
1930	**AUSTIN** 7 Super charged 2-seat special, road/race, 61 bhp	£24,000
1930	**SUNBEAM** 16 (18.2) six-light Saloon	£24,000
1931	**AUSTIN** 7 Ulster Special, full race eng. track or road	£20,000
1932	**RILEY** 9 Gamecock	£27,500
1932	**RILEY** 9 Holbrook tourer, twin carb., rebuilt engine	£28,000
1932	**ROLLS ROYCE** 20/25 Tourer	£59,500
1932	**SUNBEAM** 16/23.8 open 2-seat special	£28,000
1932	**ALVIS** 12/60 TL 4-seat tourer by Cross & Ellis, 1 owner since 1961	£24,500
1932	**RILEY** 9 2-seat special project, with V5	£14,500
1932	**AUSTIN** 7 RN Saloon	£7,750
1933	**RILEY** 9 Lynx	£27,500
1933	**SUNBEAM** 18.2 Limousine	£24,750
1933	**AUSTIN** 18/6 Carlton saloon	£17,250
1934	**ALVIS** Firefly Drophead Coupe	£29,500
1934	**M.G.** K3 replica, boat tail, VSCC 'Buff Form'	£130,000
1934	**LAGONDA** 16/80 T5 tourer, pre-selector gearbox, full history	£62,000
1934	**M.G.** PA Midget 2-seat sports, older restoration, super fast engine	£29,500
1934	**M.G.** PA Midget 2-seat sports, super history, total restoration	£37,500
1934	**AUSTIN** 7 Ulster Special, track car ready to go	£17,000
1934	**RILEY** 9 Kestrel	£16,500
1934	**SUNBEAM** 'Twenty' (18.2) Saloon	£15,750
1935	**RILEY** 12/4 Lynx	£40,000
1935	**TRIUMPH** Gloria Vitesse saloon, 2-litre, 6-cylinder	£29,500
1935	**RILEY** 12/4 Kestrel	£27,000
1935	**RILEY** 9 2-seat Special prodject, with V5C	£15,500
1935	**AUSTIN** 7 RTC 2-seat special	£13,750
1935	**AUSTIN** 7 APD 2-seat tourer	£5,800
1935	**MORRIS** 8 4-seat tourer, restored, show winner!	£12,500
1935	**STANDARD** 10/12 Speed Saloon	£9,850
1936	**AC** 16/70 2-seat drop-head coupé with dickey	£57,500
1936	**ALVIS** Silver Eagle Drophead Coupe	£50,000
1936	**MORRIS** 8 Light Van	£12,950
1936	**TRIUMPH** Vitesse 4-door saloon	£22,000
1936	**AUSTIN** 7 Speedex 750	£20,000
1936	**RALEIGH** Safety Seven	£8,500
1937	**AUSTIN** 7 Cambridge Special, new 'Pigsty' engine	£18,000
1937	**AUSTIN** 10 Cambridge saloon	£7,500
1938	**AUSTIN** Big 7 2-door saloon	£8,750
1938	**ALVIS** Speed 25 SC Charlesworth 3-position drop-head coupé	£70,000
1938	**MORRIS** 8 series II Tourer	£12,500
1938	**OPEL** Kadet 2-door Coupe, restored	£12,750
1948	**TRIUMPH** 1800 Roadster, restored	£26,500
1948	**M.G.** TC	£24,500
1949	**AUSTIN** 16 hp, 4-door saloon	£6,250
1949	**BENTLEY** Mk VI Drop-head coupe by Park Ward	£99,900
1949	**ALVIS** TA14 4-door saloon, restored	£14,000
1952	**ARMSTRONG SIDDELEY** 18 hp Whitley Saloon	£12,000
1953	**M.G.** TD, one owner 53 year	£16,750
1955	**JAGUAR** XK140 Fixed-head Coupé	£59,500
1957	**LOTUS** Eleven, 1500cc, original, ready to race.	£175,000
1957	**M.G.** A 1500	£20,000
1958	**RAY-FORD** Sports Racing Special	£75,000
1958	**AUSTIN HEALEY** 100/6, Scottish Motor Show Car	£49,900
1958	**M.G.** A 1500 roadster, B engine, 5-speed box, restored	£34,500
1958	**TRIUMPH** TR3A, Very fast, race spec.	£24,000
1958	**TURNER** 950S Sports racing car, registered for the road	£20,500
1959	**AUSTIN** A35 road/race	£16,500
1959	**AUSTIN** A40 Farina, low miles	£11,500
1959	**CITROEN** 2CV	£9,500
1959	**M.G.** A fixed head coupe, very nicely restored	£22,000
1960	**RENAULT** 2CV 4-door Saloon	£10,000
1961	**FORD** Anglia 1500 GT Rally car	£16,500
1962	**MORRIS** Minor 1000 Convertible, low miles	£10,000
1963	**HILLMAN** Super Minx convertible	£6,500
1965	**MINI** Cooper S race car, 1298cc short stroke, total restoration	£67,000
1965	**ALVIS** TE21 Saloon, 5-speed ZF gearbox, power steering.	£27,000
1967	**MINI** Cooper S race car, 998cc short stroke, HTP papers	£55,000
1970	**TRIUMPH** Vitesse 2-seat special	£10,000
1973	**JENSEN HEALEY** MkI 2-seat sports	£11,500
1973	**MERCEDES BENZ** 450SL	£5,000
1973	**TRIUMPH** Spitfire Mk. III, modified	£9,800
1974	**M.G.** B GT	£10,000
1976	**M.G.** Midget 1500	£12,000
1980	**MINI** MkIV, restored to MkII, Metro 1300 engine	£14,000
1982	**CITROEN** CX series I 4-door saloon 2400 injection	£2,500
1987	**CITROEN** 2CV6 Special	£6,750
1987	**AC** Cobra Replica by Gardner Douglas, 6 litre, 400 bhp	£48,000
2012	**ASTON MARTIN** V8 Vantage Convertible, Manual 6-speed	£40,000

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1973 VW T2 BAY WINDOW CAMPER VAN. WESTFALIA POP TOP ROOF. RESTORATION WORK COMPLETED SUMMER 2024. BRAND NEW HIGH SPEC BESPOKE INTERIOR - £TBC

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LOTUS ELAN 1971, 54600 miles, A stunning car which will not disappoint, superbly restored some years ago, no sign of any micro blistering on bodywork, large history file with the MoT history etc and other invoices. £17950 Essex, tel:07860462147

MG A 1957, 80000 miles, In Turquoise, has had lots of money spent on it, no rust at all, not fitted with a hood but I do have a good frame, previously registered in California, full nut/bolt body off restoration 5 years ago. £21995 Nottinghamshire , tel:07723590287

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MG TC 1947, 31008 miles, 90% complete car with many new parts, acquired by my late father 48 years ago, full nut and bolt restoration required, frame straight, engine turns and rolling chassis, 7 previous owners. £14250 Bedfordshire, tel:01234838661

LOTUS ELAN 1966, 49000 miles, Recent full restoration on a galvanised chassis, all the special equipment fittings, original except for non retracting seat belts and c/v drive shafts, engine fully rebuilt, V5. £32500 Bournemouth, tel:07831881692

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MG BGT 1973, 80454 miles, Damask red, immaculate condition, meticulous restoration 1987 - fully documented and photographed, including receipts, won a 1st at Silverstone interational event, family owned for 38 years. £32500 Dorset, tel:07967711263

MG TC 1946, Matching numbers car, runs well, beautifully restored chassis, new body tub, seats, and trim, new side screen kit and hood frame - not fitted, new chrome on window screen and mountings. £19000 Rutland, tel:01572737113

LOTUS ELAN 1969, 66055 miles, Extensive bodyworks and full respray, lots of other remedial works completed, large invoice file of works completed along with photos of bodyworks, award winning car at several car shows. £33000 Aberdeenshire, tel: 07807512923

MG A 1956, 11000 miles, Chrome wire wheels, black leather interior, fully restored a number of years ago. Starts and drives well, good hood, side screens etc. Plenty of history, disc brakes, a nice example. A lovely example. £20900 Durham, tel:07467541960

MG C 1968, 93570 miles, Rare automatic, in good condition, history with workshop manual and receipts for over £3000, wire wheels, Webasto roof. £12995 Cambs, tel: 07754672030

MG TC 1946, 15714 miles, Red with Fawn hood and Beige interior, been lovingly owned by myself for almost 40 years, been the subject of significant restoration in it's past, used regularly and maintained. £30000 Cumbria, tel:07504877125

LOTUS EUROPA 1971, 36000 miles, 1971 Lotus Europa S2 in beautiful condition. Body-off restoration in 2012. Good history file. £21500 Surrey, tel:07785231254

MG B 1974, 22600 miles, Full bare shell professional restoration with subsequent V8 conversion, photographic records of the rebuild process, mainly rebuilt with new parts and body panels, hood hardly used, fresh recent MoT. £17500 Lancashire, tel: 07776132333

MG TA 1937, 46000 miles, MG TA, 1937, one previous owner mostly restored requires finishing. Been off the road and garaged for decades. Unfortunately I'm not going to finish it. New enthusiastic owner required to complete. £20999 Shropshire , tel: 07775447733

MG TD 1953, 14500 miles, Finished in gleaming Black bodywork with Burgundy leather and carpets, Tan hood and full tonneau cover and side screens, one of 51 cars in original RHD made for the home market, owned 12 years. £26000 Winchester, tel:07789025074

MASERATI MERAK 1982, 21516 miles, Black with Ivory leather interior, paint work is in great condition for a 42 year old exotic car, original Campagnolo alloy wheels with recent tyres, lots of money spent, full service. £58999 Surrey, tel:07916623516

MG B 1967, 44952 miles, MGB Roadster 1967 MK1, BRG, Black leather interior. O/D gearbox. Wire wheels. Mildly tuned engine. No bling, just a lovely proper car. Full details on request. Bedfordshire. £14995 Bedfordshire , tel:07850213727

MG TC 1949, 17300 miles, Running and on the road, chassis frame mechanicals all good, paintwork has micro-blisters and flaking in places which gives it an excellent patina, to include spares, use as is or restore. £12950 Staffordshire , tel: 07746009491

MG TD 1951, 68000 miles, Total restoration from ground up, bare metal respray, new interior including: seat covers, door card and carpets, new parts, 5 new Michelin tyres, very good hood, side screens and tonneau. £14950 South Somerset, tel:07718340868

MERCEDES-BENZ 350 1972, Midnight Blue/Cardinal Red, MB Tex trim, completely unmolested, standard original condition, original Blaupunkt push button radio, unused spare wheel, original books, FSH. £25000 Near Goodwood, tel:07769910892

MG B 1976, 2000 miles, Ground up rebuild, Ivor Searle stage 2 engine, tens of thousands spent, to be sold with a new MoT, bargain, kept garaged, everything new, refurbished or uprated, no rust, will come with a new MoT. £18500 Halesworth, tel:07973510471

MG TC 1949, 25000 miles, MG TC 1949, £29,000. 75 years old in August but a real 1930s driving experience. Fully restored, in superb condition and regularly used. £29000 Newent, Gloucestershire, tel:01531820887

MG TF 1954, 7000 miles, Condition 2/3, lovey car with MoT till June 2025, over £6k spent last year on wiring, carbs, running gear, brakes and tyres, drives very well, excellent value. £18000 Cornwall, tel: 07774196254

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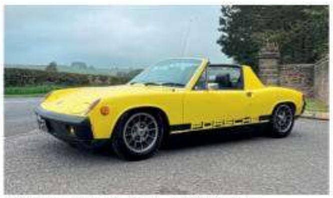
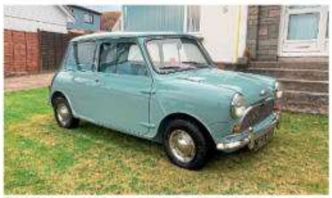
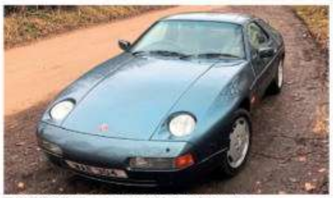


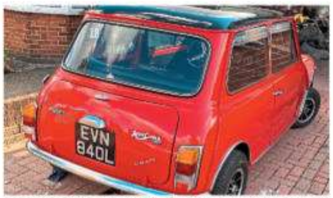
PORSCHE 914 1971, 50000 miles, Californian import in 2018, solid straight car, all the early model only parts present, original interior, paint has been colour changed many years ago, folder full of receipts/history. £14000 Co Durham , tel:07540937879



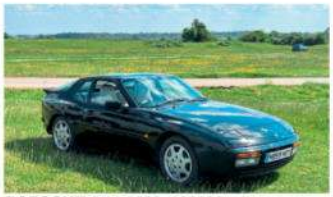
MINI 1000 1963, 31500 miles, Bought in 2002 from first owner and used for shows and club events, had major work in 2006 and then continued in use until Oct 2016, it's had a trip to the odd car rally since, fully rebuilt, sound. £15000 Devon , tel:07472281283



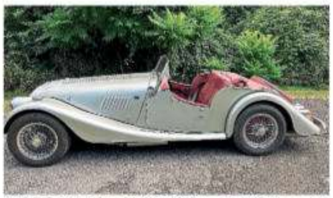
PORSCHE 928 1987, 95000 miles, Fantastic car, owned last 10 years, long MoT, history file, maintained by 928 specialist. £15000 Stroud, tel:07399144780



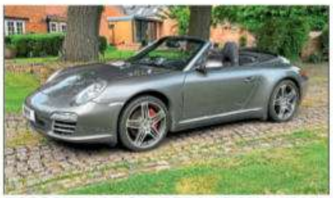
MINI COOPER 1973, Stunning, 1 former UK owner, original floors and sills (rock solid), properly undersealed/waxoyled, previously had Newton interior retrim, tax and MoT, won't be disappointed. £17750 London, tel: 07961953119



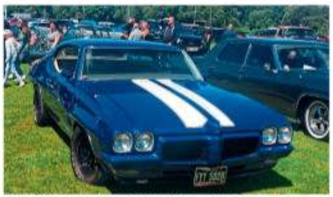
PORSCHE 944 1990, 132000 miles, 5 speed manual, MoT May 25, Momo steering wheel, removable sunroof, Black exterior, Cream leather interior, good condition, extra anti theft protection through addition of battery kill switch. £12500 Stroud, tel: 07808151561



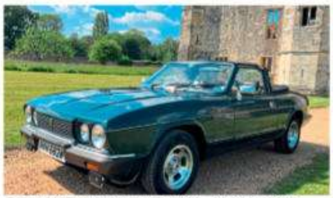
MORGAN 4/4 1984, 52000 miles, Silver with red Everflex interior, tonneau cover and hood. Wire wheels, 52000 miles, MOT until October 2024. Many new parts including wood, with folder of bills. Smooth running 1600 engine. £15995 South Cheshire, tel: 07403283725



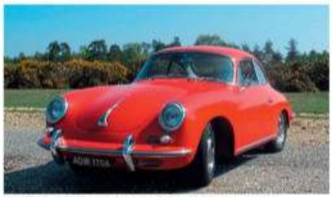
PORSCHE 997 CARRERA 4S 2009, 43600 miles, 2 lady owners, complete Porsche only fully stamped service history, complete MoT history, regularly serviced by Porsche, www.runnymedemotorcompany.com. £43950 London, tel: 01753644599/07836222111



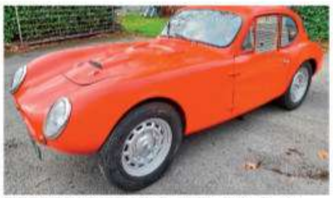
PONTIAC LE MANS 1970, 76000 miles, Owned 18 years since import, 1 californian owner, matching numbers, 5.7 V8 3 speed auto, never welded, power steering, very genuine and original car, thousands spent, amazing cruiser. £18950 Bristol, tel: 07712895853



RELIANT SCIMITAR 1981, 92000 miles, Fully Restored by Scimitar specialist, very well known and famous, I have carried out further cosmetic engine bay clean and painting, comes with the original hard top, drives without fault. £16550 Fareham, Hampshire , tel:07715062099



PORSCHE 356C 1963, 108332 miles, Owned since 2017, excellent condition, really good unrestored car, good UK history file, has made trips to VW shows in Europe, everything works, appears rust free, kept in dry garage. £75000 Southampton, tel: 07564113169



ROCHDALE GT 1958, 1000 miles, Rare, extensive restoration done including engine upgrades, excellent chassis fully painted, much money spent - retrimmed seats, new tyres, exhaust and battery. £12500 Staffordshire, tel:01782517278

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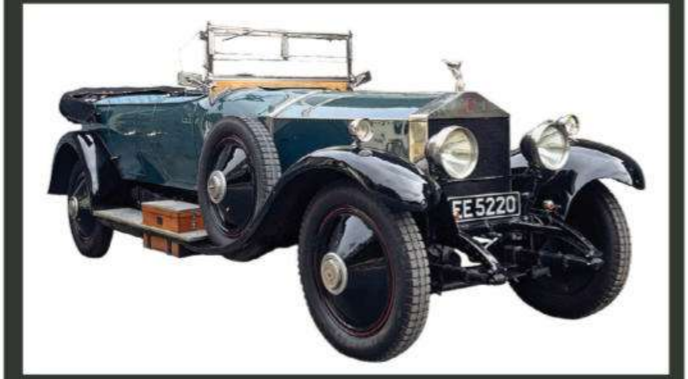
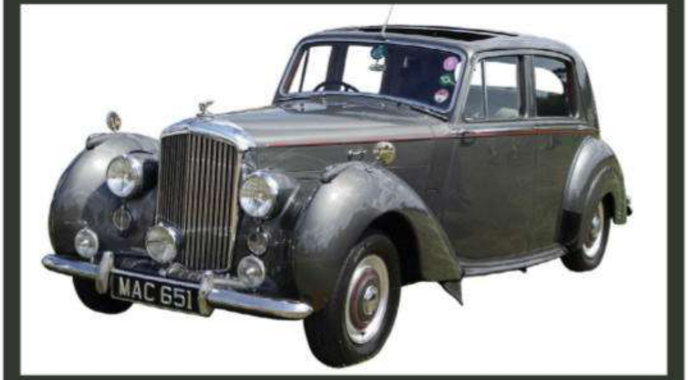
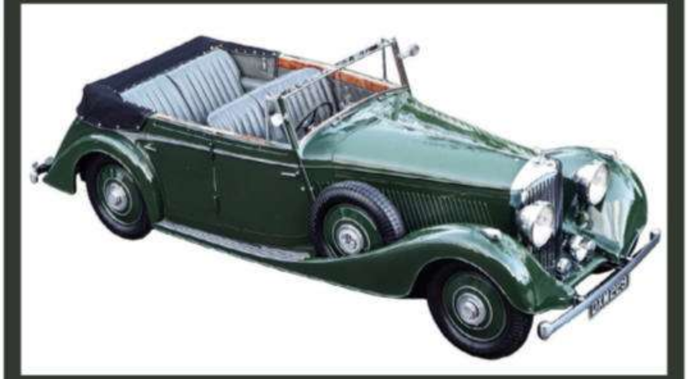


1925 Silver Ghost Four Door Tourer by Jarvis
A fabulous late four-wheel brake Ghost with an excellent, & very appropriate, rebody many years ago. Well fettled mechanically with much interesting history including starring in 'Lawrence of Arabia'! 100 years old & ready for more adventures: **£125,000**
Also 1932 Phantom II Continental HJM Two door DHC



Significantly upgraded 1952 MKVI Sports Saloon.
4.9 litre engine, high rear axle ratio and Electric Power Steering enhance an already lovely car. Finished in Tudor Grey with superb Grey leather – excellent history & just raring to go! **£49,500**
MKVI DHC, choice of R-Type & S-Type Continentals



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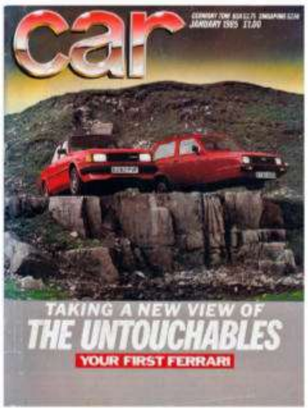
Several things happened which made us suspect that we were all being carried along on the momentum of old jokes,' began Steve Cropley's big group test in *CAR*'s January 1985 issue. We live in very different times now. But in the Eighties, when people really did throw keys on wine bars, those who drove cheap cars ended up on the end of often-cruel jibes, even from professional comedians. By 1985 *CAR* had had enough. It rounded up a Lada Riva, Reliant Rialto, Skoda Estelle and Citroën 2CV – the cheapest cars for sale in Britain – to give them a rarely seen, proper objective assessment.



The Lada was 'surprisingly opulent,' with flexible performance that meant it 'will cruise all day at a true 80mph without undue distress.' Weak synchromesh and woolly steering aside, the Lada was enjoyable in an old-fashioned Sixties Fiat manner, although poor build quality and a tendency to lock its brakes undermined it. However, Cropley concluded it was still a sensible buy.

It was harder to find positives about the Reliant Rialto. 'The car is dreadfully unstable, both on corners taken fast and in quite gentle crosswinds,' wrote Cropley. 'If the wind gets at all fierce the safest thing to do is to stop. The only way to drive it is to exercise extreme caution in all corners, especially left-handers taken one-up.' A galvanised chassis, glassfibre body and 50mpg were positives though, but it was not worth considering given for the same price you could buy a base-model Austin Metro, which for some reason *CAR* didn't include in its test.

By contrast, Cropley enjoyed the rear-engined Estelle. 'The Skoda's finish and its equipment is exemplary,' he enthused, and 'Strangely enough, there are parallels to be drawn with a Porsche 911, even its gearchange has a slight relationship in effort.' Problem was, 'The handling is simply not the fail-safe variety that cars in 1985 are expected to provide.' But Cropley concluded the Skoda had been 'hard done by.'

The car that aced the test was the Citroën. 'The 2CV's performance on the road is greater than the sum of its parts,' Cropley noted. 'It could maintain 75mph without excessive boom or fatigue inducers.' The seats were comfortable for a 200-mile cruise, steering was sharp and quick, and the car was reliable. 'Its lack of pretension and the "different" nature of the beast make you warm to it all the more when it produces results that are more than worthy of mainstream designs,' Cropley concluded.

Then he went and bought one himself…

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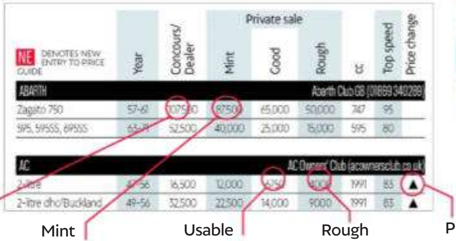
Price Guide

Our quarterly guide brings you freshly updated prices for 1400-plus classics

WHAT'S IT WORTH?

Whether you're buying or selling, our guide illustrates how the market is treating that model. We consult specialists, clubs and dealers, and scour auction results to ensure our guide is as accurate as possible. But an individual car's value can only be assessed in person. Cars with exceptional mileage, history, unrestored originality or fresh restorations can be worth disproportionately more. On 'bluechip' models our price spreads reflect the importance of provenance and history over condition.

USING THE GUIDE


NE DENOTES NEW ENTRY TO PRICE GUIDE
Year
Concours/ Dealer
Private sale
Mint
Good
Rough
cc
Top speed
Price change
ABARTH
Abarth Club GB (01869 340289)
Zagato 750
595, 595SS, 695SS
AC
AC Owners' Club (acownersclub.co.uk)
2-litre
2-litre dhc/Buckland

Concours/ Dealer
If you can afford it, do it. This is what to pay for a top-notch example; also a good guide to concours value

Mint
Shiny and bright, but not concours condition. Any defects should be small. You'll get a fine example for this money

Usable
Tidy and ready to use, but needing cosmetic attention. You'll have to spend more money if you want it looking really smart

Rough
In reality a project car in need of much care and expense, even though it may still run and drive

Price change
At-a-glance indicator showing the market trend of the latest updates

NEED TO SEE PRICES EVERY MONTH?
Our price guide is in every issue of our digital edition. Subscribe on p92

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
			Private sale					
ABARTH							Abarth Club GB (01869 340289)	
Zagato 750	57-61	97,500	70,000	50,000	40,000	747	95	
595, 595SS, 695SS	63-71	54,000	42,500	27,500	17,500	595	80	
AC							AC Owners' Club (acownersclub.co.uk)	
2-litre	47-56	16,500	12,000	6750	4000	1991	83	
2-litre dhc/Buckland	49-56	32,500	22,500	12,500	7500	1991	83	
Ace (AC engine)	54-63	265,000	200,000	152,500	105,000	1991	102	
Ace-Bristol/-Ford	56-63	290,000	230,000	175,000	115,000	1971	118	
Aceca-AC	54-63	115,000	88,000	66,500	46,500	1991	104	
Aceca-Bristol	56-63	150,000	110,000	77,500	50,000	1971	128	
Greyhound	59-63	75,000	57,500	37,500	21,000	1971	107	
Cobra MkI/MkII/289	62-69	950,000	750,000	575,000	475,000	4727	138	
Cobra 427	65-67	1.1m	900,000	700,000	575,000	6998	145	
428 cpe	67-73	160,000	120,000	80,000	55,000	7014	143	
428 con	67-73	200,000	150,000	100,000	70,000	7014	143	
3000 ME	79-84	22,500	15,000	8500	5000	2994	125	
Cobra MkIV	83-92	110,000	90,000	65,000	45,000	4942	134	
Ace Brooklands	93-00	26,500	21,500	16,000	8500	4942	140	
ALFA ROMEO							Alfa Romeo Owners' Club (01787 249285)	
6C 1750 GS Zagato	30-33	1.9m	1.4m	1.1m	950,000	1754	95	
6C 2300 Touring	33-37	1.1m	900,000	700,000	475,000	2309	94	
1900C Sprint	51-55	200,000	160,000	110,000	75,000	1884	112	▼
1900C Super Sprint	55-58	212,000	175,000	125,000	90,000	1975	112	
Giulietta berlina	55-62	18,000	13,000	6750	3500	1290	90	
Giulietta ti	57-64	25,000	18,000	8250	4000	1290	103	
Giulietta/Giulia Sprint	55-64	56,500	42,000	25,000	15,000	1290	110	
Giulietta/Giulia Spider	55-65	72,500	50,000	30,000	17,500	1570	108	
Giulietta, Giulia SS	57-66	95,000	72,500	49,000	32,000	1570	120	
2000/2600 Spider	58-65	110,000	77,500	50,000	30,000	2584	124	
2600 Sprint	62-66	40,000	29,000	16,500	8000	2584	125	
SZ-1	60-62	400,000	325,000	250,000	195,000	1290	120	
TZ-1	63-65	950,000	850,000	740,000	625,000	1570	124	
Giulia Ti/Super	62-74	24,000	17,000	8000	3750	1570	105	
1750/2000 Berlina	68-76	15,000	10,000	4500	2000	1962	115	
Giulia Sprint GT/Vel.	63-68	42,500	34,000	19,000	11,000	1570	112	
Giulia GTA 1300/1600	65-71	260,000	205,000	160,000	110,000	1570	115	
GT Junior	66-77	32,000	24,000	13,000	6000	1570	115	
1750GTV	67-72	44,000	33,000	16,000	7500	1962	118	
2000GTV	71-77	42,500	32,000	15,000	6500	1962	118	
1300/1600 Junior Z	70-75	45,000	34,000	17,500	9750	1290	110	
Duetto/1750 r,tail	66-69	50,000	36,000	22,000	11,000	1570	113	
Spider S2	69-82	28,000	18,000	8000	3000	1962	119	
Spider S3	82-89	13,000	8250	3600	1650	1962	114	
Spider S4	89-93	15,250	10,500	5000	2400	1962	114	
Montreal	70-77	70,000	52,500	34,500	23,500	2593	132	
Alfasud/Alfasud Ti	72-83	10,000	7000	3000	1100	1286	103	
Alfasud Sprint	76-90	12,000	8250	3500	1250	1490	104	
Alfetta sal	72-84	10,000	6500	3000	1000	1962	113	
GTV 2000	76-87	17,000	11,500	5250	2000	1962	118	
GTV6	81-87	24,000	15,500	7000	2850	2492	130	
75 sal	86-92	10,750	7750	3000	1400	2959	135	
164 2.0 TS	88-98	6750	4750	2000	900	1962	130	
164 3.0 V6	88-98	9750	6500	2500	1200	2959	147	
SZ/RZ	89-94	62,000	47,500	30,000	20,000	2959	153	
155	92-97	6500	4000	2000	1000	2498	140	
Spider 2.0 TS	96-02	5400	3500	1500	600	1970	131	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
			Private sale					
GTV 2.0 TS	96-02	4350	2250	1000	400	1970	134	
GTV 3.0 V6	98-02	6500	4000	1600	650	2959	148	
GTV V6 Cup	01-02	15,000	11,000	5500	2750	2959	148	
166	98-07	5950	3950	1750	750	2959	144	
147 GTA	03-04	12,000	9250	6250	4000	3179	50	
ALLARD								
K1	46-50	85,000	65,000	42,000	28,000	3622	100	
K2	50-53	97,500	77,500	55,000	36,500	3917	102	
K3	52-54	110,000	90,000	66,000	47,500	4375	96	
L/M	46-53	47,500	32,500	20,000	13,500	3622	86	
P	49-52	44,000	32,000	17,500	10,000	3622	90	
J2/J2X	50-54	300,000	225,000	150,000	100,000	4375	130	
ALPINE-RENAULT							Club Alpine-Renault (clubalpinerenault.org.uk)	
A110	65-77	80,000	60,000	37,500	27,500	1565	115	
A310 1600	74-77	30,000	21,000	15,000	9500	1605	130	
A310 V6	77-86	34,000	24,000	16,500	10,500	2664	137	
GTA	85-91	16,000	12,000	6500	2750	2849	139	▲
GTA Turbo	85-91	18,500	14,000	8000	3400	2458	149	▲
ALVIS							Alvis Owner Club (alvisoc.org); Alvis Register (alvisregister.co.uk)	
Speed 20 Tourer	32-36	125,000	100,000	75,000	55,000	2762	90	
Speed 25 Tourer	37-40	160,000	125,000	90,000	65,000	3571	85	
4.3 Litre Tourer	37-39	155,000	120,000	85,000	62,500	4387	100	
TA14	46-50	16,000	11,000	6000	3250	1892	72	
TA14 convertible	46-50	32,000	24,000	13,500	6750	1892	72	
TA21/TC21/100	50-55	26,000	17,500	10,000	5000	2993	100	
TA21/TC21/100 con	50-55	58,000	37,500	19,000	12,500	2993	95	
TD21	56-63	30,500	22,500	12,500	7000	2993	104	
TD21 convertible	56-63	82,000	56,000	35,000	20,000	2993	102	▼
TE/TF21	63-67	39,000	28,500	17,500	10,000	2993	110	▼
TE/TF convertible	63-67	90,000	65,000	42,000	25,000	2993	107	
AMPHICAR							IAOC (amphicar.com)	
770	61-65	65,000	45,000	26,500	16,000	1147	70	
ARMSTRONG SIDDELEY							Armstrong Siddeley Owners' Club (01225 723809)	
Lancaster	46-52	13,000	9000	4850	2650	1991	70	
Hurricane dhc	46-53	22,000	15,000	8000	5200	1991	70	
Typhoon coupé	46-50	15,750	11,000	6950	4250	1991	70	
Whitley	50-53	15,000	10,000	5000	2650	2309	85	
Sapphire	53-59	16,400	12,750	6250	3250	3435	100	
Star Sapphire	58-60	20,000	15,000	7000	3500	3990	104	
ASTON MARTIN							Aston Martin Owners' Club (01865 400400)	
DB2	50-53	200,000	150,000	110,000	62,500	2580	110	
DB2 con	51-53	315,000	250,000	170,000	105,000	2580	109	
DB2/4 MkI/II	53-57	177,500	130,000	87,500	55,000	2580	120	
DB2/4 con	53-57	280,000	210,000	155,000	97,500	2580	120	▼
DB3S	53-56	5.2m	4.8m	4.25m	3.8m	2922	145	
DB MkIII	57-59	190,000	145,000	105,000	60,000	2922	120	
DB MkIII con	57-59	310,000	250,000	180,000	135,000	2922	120	
DB4	58-63	375,000	320,000	245,000	185,000	3670	141	
DB4 Vantage	61-63	450,000	385,000	315,000	240,000	3670	149	
DB4 con	61-63	700,000	600,000	500,000	425,000	3670	140	
DB4 GT	60-63	2m	1.75m	1.4m	1.15m	3670	155	
DB4 GT Zagato	60-63	8m	7.4m	6.75m	6.25m	3670	154	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
			Private sale					
DB5	63-65	625,000	525,000	375,000	275,000	3995	143	
DB5 con	63-66	1.2m	1m	650,000	490,000	3995	141	
DB6	65-70	255,000	205,000	150,000	100,000	3995	140	▼
DB6 Vantage	66-69	335,000	265,000	185,000	130,000	3995	148	▼
DB6 Volante	66-70	625,000	525,000	400,000	325,000	3995	145	
DBS 6/V8	67-72	100,000	70,000	44,000	22,500	5340	162	
DBS 6 Vantage	72-73	116,000	88,500	55,000	35,000	3995	149	
V8	72-90	95,000	70,000	46,000	26,500	5340	147	
V8 Vantage	77-89	255,000	205,000	155,000	95,000	5340	168	
V8 Volante	78-90	185,000	135,000	85,000	47,500	5340	130	
V8 Vantage Volante	86-89	250,000	200,000	147,500	72,500	5340	162	
Zagato	86-87	225,000	175,000	120,000	80,000	5340	180	
Virage	89-96	54,000	37,500	21,000	13,500	5340	158	
Virage Volante	92-96	65,000	47,500	31,500	22,000	5340	157	
V8 Vantage	93-00	180,000	145,000	110,000	70,000	5340	186	
V8 Coupé	96-99	62,500	50,000	34,000	25,000	5340	155	
Vantage V600	98-00	230,000	185,000	145,000	95,000	5340	200	▼
DB7	94-99	22,500	18,000	12,000	7250	3239	157	
DB7 Volante	96-99	27,500	22,000	16,000	11,000	3239	155	
DB7 Vantage	99-03	25,000	19,750	14,500	10,000	5935	185	
DB7 Vantage Volante	99-03	28,500	22,750	17,000	12,500	5935	165	
DB7 GT/GTA	02-03	41,000	32,000	22,500	17,500	5935	185	
DB7 Zagato	03	220,000	175,000	130,000	n/a	5935	190	
Vanquish	01-04	49,000	43,000	37,500	31,000	5935	190	
DB9	04-08	32,500	26,500	18,500	14,500	5935	186	▼
V8 Vantage 4.3	05-08	30,000	26,000	19,000	15,000	4280	175	▼
AUDI							Audi Owners' Club (audiownersclub.com)	
60/70/80/90 sal	65-72	7750	5500	2500	1100	1760	100	
100 1.8/1.9 sal	68-76	8000	5750	2750	1250	1871	109	
100S Coupé	69-76	19,500	15,000	7500	3750	1871	112	
Quattro turbo	80-89	50,000	36,500	22,000	12,000	2144	135	
Quattro 20V	89-91	80,000	60,000	37,500	22,000	2226	142	
Quattro Sport	84-85	395,000	300,000	210,000	n/a	2133	154	
Coupé Quattro	84-88	14,250	10,500	4750	2000	2226	125	
RS2 Avant	94-95	60,000	45,000	33,000	20,000	2226	162	
Quattro S2	90-96	18,250	12,750	6750	3600	2226	147	▲
TT	98-06	5750	4250	1500	550	1781	145	
S3 Quattro	99-03	6750	5000	2500	1300	1781	148	
S4 Quattro	98-02	8000	6000	3500	2500	2771	153	
AUSTIN							pwa7c.co.uk; austincounties.org.uk; britishminiclub.co.uk	
Seven saloon	30-34	10,000	8000	4650	2500	747	50	
Seven Chummy	25-34	21,000	16,500	10,000	5500	747	50	
Seven 65/Nippy	33-37	26,500	19,500	11,000	7000	747	60	
Seven Ruby saloon	34-39	9250	7000	4000	2000	747	53	
A40 Devon/Dorset	47-52	8250	5500	2400	1200	1200	76	
A90 Atlantic con	49-50	29,000	20,000	12,000	6250	2660	92	
A90 Atlantic coupé	50-52	20,000	15,000	9750	5000	2660	92	
A40 Sports	50-53	17,500	12,500	6750	4000	1200	80	
A40 Somerset	52-54	7000	4750	2000	1000	1200	72	
Metropolitan	54-61	16,950	11,750	5500	2500	1489	78	
A30/A35	51-59	8500	5500	2400	1000	948	75	
A40, A50, A55	53-59	7000	4850	2250	1100	1200	70	
A55/A60 Cambridge	59-69	8000	5500	2400	1100	1622	78	
A90, A95, A105	54-59	10,750	7500	3500	1500	2639	91	
A40 Farina	58-67	7000	5000	2000	800	1098	82	
A99/A110	59-68	11,000	7500	3400	1400	2912	102	

NE DENOTES NEW ENTRY TO PRICE GUIDE

			Private sale					
	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
1100/1300	63-74	5000	3250	1400	700	1098	85	
1300GT	69-74	9750	6850	3000	1400	1275	96	
3-litre	68-71	9750	6500	3000	1600	2912	106	
1800/2200	64-75	7500	4500	2000	900	1798	96	
Maxi	69-79	5000	3500	1500	700	1748	101	
Allegro 1100-1500	73-82	3400	2400	1150	550	1275	87	
Allegro 1750/Sport TC	73-75	4500	3400	1750	850	1748	104	
Seven/Mini MkI	59	27,500	22,500	15,000	12,000	848	71	
Mini MkI	60-67	16,000	11,500	6000	3400	848	71	
Mini MkII	67-69	12,000	8500	4250	1950	998	79	
Mini MkIII-V	70-90	8750	6250	3500	1400	998	82	
Mini Cooper 997/998	61-69	27,500	19,500	11,000	6000	998	90	
Mini Cooper 1071S	63-64	40,000	31,000	20,000	14,000	1071	95	
Mini Cooper 970S	64-65	42,500	32,000	21,000	14,500	970	82	
Mini Cooper 1275S	64-67	40,000	31,000	19,500	14,000	1275	96	
Mini C'r 1275S MkII/III	67-71	32,000	22,500	14,000	9500	1275	96	
Mini Moke	64-85	23,000	15,000	7500	4250	998	70	▼
Mini 1275GT	69-80	20,000	13,500	6250	2650	1275	89	
Mini Clubman	70-80	7500	5000	2500	1250	1098	82	
AUSTIN-HEALEY						Austin-Healey Club (austin-healeyclub.com)		
100 BN1/2	53-56	64,000	43,500	27,500	19,000	2660	103	
100M	55-56	110,000	86,500	62.500	40,000	2660	109	
100S	55	580,000	490,000	400,000	350,000	2660	119	
100/6 BN4/6	56-59	56,000	37,500	22,500	14,000	2639	105	
3000 MkI	59-61	52,500	38,500	23,500	13,500	2912	112	
3000 MkII	61-64	62,000	42,000	30,000	18,000	2912	117	
3000 MkIII	64-68	65,000	44,400	28,500	18,000	2912	121	
'Frogeye' Sprite MkI	58-61	19,500	13,750	7250	4000	948	82	
Sprite MkII	61-64	13,250	9000	4250	1900	1098	86	
Sprite MkIII	64-66	12,500	8000	3750	1700	1098	90	
Sprite MkIV	66-71	12,000	8000	3500	1350	1275	96	
AUTOBIANCHI						(autobianchiregister.com)		
Bianchina Trans/Cab	57-68	25,000	19,500	13,500	7250	499	68	
BENTLEY						Bentley Drivers' Club (01295 738886)		
3-litre Tourer	22-25	375,000	265,000	190,000	127,500	2996	80	▼
4.5-litre Tourer	27-31	875,000	675,000	500,000	365,000	4398	92	▼
6.5 Litre Speed Six	28-30	1,9m	1.6m	1.3m	1.1m	6597	86	▼
4.5 Litre 'Blower'	29-31	11.25m	7.85m	4.6m	2.75m	4398	98	▼
8 Litre	29-31	1.3m	975,000	675,000	475,000	7982	101	▼
Derby 3.5 Park Ward	33-37	105,000	72,500	42,500	22,500	3669	91	
Derby 3.5 coachbuilt	33-37	190,000	135,000	67,500	34,000	3669	91	
Derby 4.25 PW	36-39	115,000	80,000	45,000	25,000	4257	96	
Derby 4.25 coachbuilt	36-39	215,000	145,000	70,000	36,500	4257	96	
MkVI 4.3/4.6-litre	46-52	37,500	26,500	14,000	6000	4566	100	▼
MkVI con	51-52	115,000	92,000	45,000	27,500	4566	100	
R-type saloon	52-55	42,500	29,500	16,500	8000	4566	106	▼
Coachbuilt con	52-55	147,500	115,000	62,500	36,000	4566	106	▼
R-type Continental	52-55	700,000	560,000	440,000	300,000	4566	115	▼
S1 saloon	55-59	39,000	27,500	14,000	6750	4887	101	
S1 Cont Mulliner	55-59	375,000	275,000	175,000	135,000	4887	115	
S1 Cont PW coupé	55-59	300,000	225,000	135,000	100,000	4887	114	
S1 Cont P Ward con	55-59	600,000	450,000	265,000	195,000	4887	114	
S2 saloon	59-62	45,000	30,000	15,000	7000	4887	101	
S2 Cont Mulliner	59-62	250,000	180,000	105,000	70,000	6230	115	
S2 Park Ward con	59-62	315,000	210,000	125,000	72,500	6230	115	
S2 Flying Spur 4dr	59-62	167,500	130,000	67,500	48,500	6230	120	
S3 saloon	62-65	52,500	36,000	19,000	9000	6230	116	
S3 MPW 2dr coupé	62-65	220,000	150,000	80,000	45,000	6230	120	
S3 MPW con	62-65	250,000	170,000	110,000	65,000	6230	116	
S3 Flying Spur 4dr	62-65	170,000	120,000	73,500	48,500	6230	118	
T1 saloon	65-76	20,000	14,250	6500	2500	6750	120	
T2 saloon	77-80	18,000	13,500	6000	2250	6750	120	
MPW/Corniche cpé	66-80	46,500	32,000	18,000	9000	6750	120	
MPW/Corniche conv	67-85	70,000	49,500	27,000	16.500	6750	118	
Mulsanne/Eight	80-92	13,000	10,000	4750	2000	6750	119	
Mulsanne Turbo	82-86	14,000	10,500	5000	2250	6750	135	
Turbo R/RL	85-97	15,500	11,000	5400	2200	6750	135	
Turbo RT	95-97	22,000	15,500	10,000	5000	6750	152	
Continental con	84-94	77,500	60,000	40,000	24,000	6750	140	
Continental R	91-02	38,500	32,500	22,500	17,000	6750	151	
Continental T	96-02	67,500	53,500	36,000	29,000	6750	175	
Brooklands	92-98	15,000	11,000	8000	4500	6750	140	
Azure	95-03	55,000	44,000	36,000	27,000	6750	150	
BERKELEY						Berkeley Enthusiasts' Club (berkeleycarclub.com)		
Sports SA322/SE328	56-58	9000	6250	3650	2400	328	65	
Sports SE492	58-59	12,000	7000	3750	2500	492	80	
B95/B105	59-61	12,500	7500	4250	2750	692	90	
T60 3-wheeler	59-61	8250	6000	3600	2000	328	60	
BIZZARRINI						(isobizclub.com)		
5300GT Strada	65-69	850,000	625,000	495,000	380,000	5354	165	▼

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	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
BMW						BMW Car Club (01970 267989)		
328	36-39	695,000	540,000	440,000	350,000	1971	100	
503 coupé	56-59	175,000	130,000	85,000	60,000	3168	115	
507	56-59	2.2m	1.8m	1.5m	1.3m	3168	135	▲
Isetta 250/300	55-65	20,000	14,000	9000	5750	298	60	
600	58-59	30,000	23,000	16,500	10,000	585	65	
2000/ti lux/tii	66-72	15,000	11,000	5000	2400	1990	105	
1600/1602/1502	66-77	17,500	12,500	5500	2500	1573	100	
2002/Touring	68-75	20,000	15,000	6750	2750	1990	112	▲
2002 cabrio/targa	71-74	38,500	26,750	15,000	6750	1990	110	▲
2002tii	71-75	37,500	26,000	14,000	6250	1990	120	▲
2002 turbo	73-74	105,000	80,000	50,000	32,000	1990	130	
2800CS/CSA	69-71	24,000	16,500	9750	5000	2788	120	
2500/2800/3.0/3.3	69-77	14,000	9250	4250	2000	2494	110	
3.0CS/CSi	71-75	55,000	36,500	20,000	12,500	2985	130	
3.0CSL	72-75	145,000	110,000	67,500	45,000	3003	134	
3.0CSL 'Batmobile'	72-75	325,000	235,000	160,000	100,000	3153	138	
633/628CSi	76-87	18,500	11,000	5000	2000	3210	132	
635CSi	78-89	26,000	17,000	8000	3500	3453	140	
M635CSi	85-89	44,000	30,000	16,000	7500	3453	158	
M1	79-80	395,000	320,000	265,000	185,000	3453	162	
3 Series (E21)	75-83	11,500	9000	4000	1650	1990	120	
323i (E21)	77-82	15,000	10,500	5000	2200	2315	126	
320/325 Baur cabrio	81-85	14,000	10,000	4500	2000	2495	135	
5 Series (E12)	75-81	11,500	8000	4000	1800	2788	133	
M535i (E12)	80-81	27,500	20,000	11,000	5250	3453	139	
5 Series (E28)	81-87	11,000	7750	3750	1750	2788	146	
M535i (E28)	85-87	19,500	13,500	6250	3000	3453	152	
M5 (E28)	85-88	50,000	35,000	20,000	12,000	3420	152	
5 Series (E34)	88-95	7000	5000	2400	1200	3982	149	
M5 (E34)	88-95	27,500	18,500	9500	4750	3535	155	
M5 (E39)	98-04	28,000	19,000	10,000	5750	4941	155	
3 Series sal (E30)	82-91	8750	6000	2650	1200	1990	123	▲
325i sal (E30)	85-91	13,000	9000	4000	1650	2494	130	
325i Sport (E30)	89-91	26,000	20,000	12,000	6500	2494	133	
3 Series (E30) conv	86-93	14,000	10,000	4750	1750	2494	130	
M3 (E30)	86-90	65,000	50,000	35,000	25,000	2302	143	
M3 Evo II (E30)	88	89,000	72,000	48,000	32,500	2302	143	
Z1	86-91	43,500	32,500	18,000	11,000	2494	140	
840/850 coupé	90-99	20,000	13,000	5250	2500	4941	155	
850CSi	92-96	49,500	40,000	30,000	20,000	5576	155	▲
M3/Evo (E36)	92-99	23,000	16,500	9000	5250	3201	155	
Z3 4-cyl	96-01	3750	2600	1300	550	1895	127	
Z3 6-cyl	96-02	5750	4000	1900	975	2793	139	
Z3M Roadster	98-02	19,500	14,500	9250	6400	3201	155	
Z3M Coupe	98-02	32,500	22,500	15,000	8500	3201	159	
Z8	00-03	175,000	135,000	110,000	85,000	4941	155	
M3 (E46)	01-06	30,000	20,000	10,000	5750	3246	155	
M3 CSL (E46)	03-05	70,000	50,000	30,000	20,000	3246	155	
Z4M	06-08	17,250	15,000	12,250	10,000	3246	155	
BOND						Bond Owners' Club (bondownersclub.co.uk)		
Minicar MkA-G	48-65	6250	4750	2250	1000	250	55	
GT2+2/4S	63-70	7000	4850	2200	1100	1147	83	
Equipe GT	67-70	7750	5400	2000	1000	1998	100	
Bug	70-74	14,500	10,000	5000	2500	701	75	
BORGWARD						Borgward Drivers' Club (07788 973884)		
Isabella TS	54-61	12,500	8000	4250	2000	1493	93	
Isabella coupé	55-61	27,000	18,000	11,000	5500	1493	98	
BRISTOL						Bristol Owners' Club (boc.net); Owners & Drivers Assn (bristoloda.org)		
400	47-50	72,000	49,000	28,500	17,500	1971	92	
401, 403	49-55	60,000	45,000	25,000	16,000	1971	94	
Arnolt-Bristol	54-61	260,000	220,000	165,000	110,000	1971	109	
404	54-55	72,500	52,500	35,000	22,000	1971	110	
405 saloon	54-56	52,000	35,000	20,000	10,000	1971	94	
405 con	55	150,000	110,000	60,000	40,000	1971	100	
406	58-61	45,000	31,000	16,000	9000	2216	104	
407, 408, 409	62-69	47,500	34,000	17,500	9250	5130	122	
410, 411	69-76	56,000	39,000	20,000	10,500	5900	140	
412, Beaufighter	76-93	38,500	28,000	16,500	10,000	5900	150	
603, Britannia,Brig.	76-94	36,500	25,750	16,000	8250	5900	150	
BUGATTI						Bugatti Owners' Club (01242 673136)		
Type 57 Galibier sal	34-39	325,000	250,000	185,000	130,000	3257	95	
Type 57 Ventoux 2dr	34-39	575,000	375,000	275,000	175,000	3257	95	
Type 57 Stelvio con	34-39	600,000	400,000	300,000	220,000	3257	96	
Type 57 Atalante cpe	35-38	2m	1.4m	1m	650,000	3257	100	
Type 57S Atalante cpe	36-38	6.5m	5.9m	5.2m	4.6m	3257	115	
EB110	92-95	1m	800,000	600,000	475,000	3499	209	
Veyron	05-11	1.25m	1m	900,000	795,000	7993	253	
CATERHAM						Lotus Seven Club (lotus7.club)		
Seven (sp)	73-91	20,000	14,000	8000	5250	1599	110	

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CHEVROLET						Classic Corvette Club UK (corvetteclub.org.uk)		
Corvette roadster	53	160,000	120,000	80,000	60,000	3800	107	
Corvette roadster	54	77,500	55,000	35,000	26,000	3800	107	▼
Corvette	55-57	72,500	50,000	32,500	22,500	4343	119	
Corvette	58-60	82,500	62,500	35,000	25,000	4639	130	
Corvette	61-62	72,500	55,000	32,000	22,000	5359	132	
Corvette S-W coupe	63	95,000	72,500	40,000	30,000	5359	142	
Corvette Sting Ray	63-67	70,000	50,000	27,500	20,000	5359	142	
Camaro cpe/conv.	67-69	27,500	21,000	10,000	5000	5735	130	
Corvette Stingray	68-72	35,000	26,000	15,000	6500	6997	151	
Corvette Stingray	73-77	27,500	17,500	9000	4500	5737	125	
Corvette	77-82	17,500	12,500	7250	4000	5733	125	
Corvette C4	84-96	12,000	9000	4500	2200	5733	145	
Corvette ZR1	90-95	19,000	15,500	12,500	9500	5727	180	
Corvette C5	96-04	17,500	14,000	11,500	9000	5666	175	
CISITALIA						(cisitalia.net)		
202 coupe	47-54	300,000	170,000	125,000	80,000	1089	105	
CITROËN						Citroën Car Club (citroencarclub.org.uk)		
Light 15/Big 15	35-55	21,000	14,500	7500	3500	1911	72	
2CV 'ripple'	48-60	15,000	11,000	5500	2500	425	49	
2CV	60-90	10,000	7000	2850	1250	602	71	
Ami	61-78	7500	5250	2200	1100	602	75	
Dyane	68-85	6500	4500	2000	1000	602	78	
DS19/ID19	56-68	23,500	16,500	7500	2750	1911	88	
Safari estate	59-75	27,500	18,500	8250	3000	1911	88	
DS décapotable	63-78	187,500	142,500	100,000	65,000	2175	100	
DS20/21/23	68-75	29,000	20,000	9000	3500	2347	109	
DS21/23 EFi	70-75	38,000	26,000	12,500	5500	2347	120	
SM V6	70-75	57,500	42,000	22,000	12,500	2670	135	
GS/GSA	70-85	4750	3250	1500	750	1220	100	
CX	74-89	8500	5500	2200	900	2165	115	
CX Prestige	77-89	11,000	7000	3000	1250	2347	116	
CX GTi/GTi turbo	77-89	14,000	10,000	4000	1750	2347	137	
BX GTI 16V	87-93	7000	4850	2100	1000	1905	130	
CLAN						Clan Owners' Club (01295 255539)		
Crusader coupé	71-74	6000	4000	2000	1000	875	102	
DAF						DAF Owners' Club (dafownersclub.co.uk)		
55 Marathon coupé	68-72	3500	2250	950	500	1108	83	
DAIMLER						Daimler & Lanchester Owners' Club (01787 247436)		
DB18/Consort	39-53	10,000	7000	3500	1650	2522	76	
DB18 con	39-50	26,000	18,500	9500	5000	2522	76	
DB18 Sports Special	49-53	37,000	28,000	15,000	7500	2522	80	
Conquest/Century	53-58	8750	6000	2500	1250	2433	90	
Conquest Rdstr/DHC	54-57	36,000	25,000	15,000	9000	2433	100	
104/Majestic	56-62	9000	6500	3000	1500	3794	100	
Majestic Major	60-68	22,500	15,000	7000	3000	4561	119	
SP250 sports	59-64	42,000	26,500	18,000	11,750	2548	123	
2½-litre/V8 250	62-69	21,000	15,000	6000	2400	2548	112	
Sovereign (420)	66-69	16,500	11,750	5200	2000	4235	117	
Sovereign (XJ6) SI	69-73	16,250	10,750	4250	1350	4235	120	
Double-Six SI	72-73	16,250	10,750	4750	2000	5343	140	
4.2 coupé	75-78	24,500	14,500	7250	4250	4235	120	
Double-Six Coupé	75-77	27,500	17,500	9250	4650	5343	140	
Sovereign SII/III	73-86	9000	6000	1850	750	4235	126	
Double-Six SII/III	74-86	13,750	9200	4000	1500	5343	150	▲
DATSUN						Z Club (zclub.net)		
240Z	69-74	36,000	27,500	15,000	8500	2393	125	
260Z	74-79	27,500	20,000	10,500	6500	2565	127	
280ZX/2+2	78-83	15,000	10,0000	5000	2250	2753	111	
240K Skyline	73-81	20,000	15,000	8000	4250	2392	112	▲
DELAHAYE						The Delahaye Club (clubdelahaye.com)		
135M/MS Coupé	35-39	350,000	240,000	100,000	45,000	3557	n/a	
135M/MS Cabriolet	35-39	500,000	320,000	160,000	90,000	3557	n/a	
135M/MS Coupé	46-53	145,000	100,000	60,000	32,500	3557	n/a	
135M/MS Cabriolet	46-53	240,000	175,000	115,000	65,000	3557	n/a	
235 Chapron coupé	51-54	110,000	75,000	45,000	25,000	3557	120	
DELLOW						Dellow Register (dellowregister.co.uk)		
Mark I-V sport-trials	49-57	20,000	15,000	9000	4000	1172	65	
DELOREAN						DeLorean Owners' Club UK (07915 673889, deloreans.co.uk)		
DMC-12 coupé	81-82	50,000	40,000	24,000	15,000	2849	109	
DE TOMASO						De Tomaso Drivers' Club UK (detomasodc.co.uk)		
Mangusta	67-72	250,000	185,000	140,000	110,000	4727	150	▲
Pantera	72-89	117,500	80,000	42,500	24,000	5763	160	
Deauville	70-88	36,000	26,000	15,000	7000	5763	150	
Longchamp	72-89	42,000	34,000	16,500	8500	5763	150	

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DKW	DKW Owners' Club (dkw.org.uk)							
Sonderklasse/3=6	53-59	19,000	14,000	7000	3500	896	76	
1000SP/A Union sp	58-65	17,500	12,500	6500	3750	980	82	
1000/1000S sal/cpé	58-63	11,000	7500	3750	2000	980	80	
F102 saloon	64-66	4750	3250	1750	900	1175	84	
DODGE								
Viper RT 10/GTS	92-02	35,000	28,000	21,000	16,000	7974	165	
ELVA	Elva Owners' Club (01903 823710)							
Courier sports/cpé	58-61	27,500	22,000	12,000	6750	1498	100	
MkIII/MkIV T-type	62-69	25,000	20,000	12,500	7000	1798	110	
FACEL VEGA	Facel Vega Car Club (01621 818608)							
FV 4.5/4.8/5.4/5.8	54-59	160,000	120,000	82,500	42,500	5801	125	
HK500	59-61	160,000	120,000	90,000	44,000	6286	130	
Facel II	62-64	230,000	170,000	130,000	72,500	6286	132	
Facellia/Facel III	60-64	70,000	48,500	30,000	16,500	1647	114	
FAIRTHORPE	Fairthorpe Sports Car Club (01895 256799)							
Electron Minor	57-73	5000	3750	2250	1250	948	80	
TX-GT/S/SS coupé	67-73	4500	3250	1850	750	1998	112	
FERRARI	Ferrari Owners' Club (01485 544500)							
166MM Barchetta	48-50	3.4m	3m	2.8m	2.6m	1995	125	▼
166 Inter	48-51	925,000	700,000	540,000	395,000	1995	115	▼
212 Inter	51-52	975,000	850,000	700,000	595,000	2562	120	▼
340 America	51	2.8m	2.5m	2.25m	2m	4101	136	▼
250 Europa SI/SII	53-55	1.3m	1.15m	1.05m	975,000	2963	126	▼
410 Superamerica	56-59	3.8m	2.9m	2.35m	2.1m	4962	165	
250GT Boano/Ellena	56-59	725,000	595,000	425,000	300,000	2953	157	
250GT Cabrio S1	57-59	4.5m	4.2m	3.8m	3.4m	2953	155	▼
250GT Berlinetta TdF	57-59	4.5m	4.1m	3.8m	n/a	2953	143	
250GT PF coupé	58-62	400,000	310,000	230,000	150,000	2953	145	▼
250 Cal' Spider lwb	58-62	7.75m	6.75m	6m	5m	2953	155	
250 Cal' Spider swb	60-63	14m	13m	12m	11m	2953	149	
250GT SWB (steel)	60-63	7.3m	6.5m	6.2m	5.6m	2953	150	
250GT SWB (alloy)	59-62	13m	11.5m	10.5m	9.5m	2953	155	
250GT Cabrio Se2	60-62	1.1m	925,000	750,000	575,000	2953	160	
250GTE 2+2	60-63	335,000	260,000	200,000	1520,00	2953	140	
250GTO	62-64	57m	50m	41m	n/a	2953	158	
250LM	64-66	15.5m	13.5m	11.75m	n/a	2953	159	
250GT Lusso	62-64	1.35m	1.1m	950,000	750,000	2953	150	
400 Superamerica	60-64	1.95m	1.75m	1.6m	1.5m	3967	162	
500 Superfast	64-67	1.45m	1.3m	1.15m	1m	4962	170	
275GTB (steel)	64-66	1.7m	1.5m	1.25m	1m	3286	150	
275GTB (alloy)	64-66	2.6m	2.3m	2m	1.8m	3286	150	
275GTS	64-66	1.2m	1.05m	950,000	795,000	3286	150	
275GTB/4 (4-cam)	66-68	2.75m	2.4m	2.1m	1.8m	3286	165	
330GT 2+2	64-67	272,500	195,000	135,000	80,000	3967	150	
330GTC	66-68	500,000	400,000	330,000	260,000	3967	150	
330GTS	66-68	1.5m	1.25m	1.05m	875,000	3967	150	
Dino 206GT	68-69	485,000	395,000	295,000	195,000	1987	145	
Dino 246GT	69-73	400,000	310,000	210,000	135,000	2418	150	
Dino 246GTS	72-74	475,000	350,000	260,000	165,000	2418	150	
365GT 2+2	67-71	185,000	150,000	95,000	60,000	4390	152	
365GTC	68-70	550,000	450,000	375,000	320,000	4390	155	
365GTB/4 Daytona	68-74	640,000	520,000	425,000	320,000	4390	173	
365GTS/4 Spider	72-73	2.5m	2.2m	1.65m	n/a	4390	170	
365GTC/4 2+2	70-72	210,000	165,000	125,000	100,000	4390	152	
365GT4 2+2	72-76	69,500	50,000	30,000	19,000	4390	150	
365GT4 BB	75-76	295,000	235,000	190,000	150,000	4390	163	
512BB	76-81	215,000	175,000	140,000	110,000	4942	163	
512BBi	81-85	187,500	160,000	130,000	105,000	4942	168	
308GT4 2+2	73-80	50,000	35,000	25,000	18,000	2926	156	
308GTB (grp)	75-77	155,000	120,000	80,000	55,000	2926	154	
308GTB/GTS	77-80	67,500	52,500	36,000	24,000	2926	155	
308GTBi/GTSi	80-82	57,500	42,500	32,000	22,000	2926	155	
308GTB qv/GTS qv	82-85	70,000	54,000	36,500	25,000	2926	155	
328GTB/GTS	85-88	78,500	62,500	47,500	33,000	3195	163	▲
400/400i/412i man.	76-89	52,500	42,000	27,000	17,000	4823	158	▲
400/400i/412i auto	76-89	43,000	32,000	21,000	12,000	4942	158	
Mondial	81-94	35,000	27,500	16,500	9500	2926	143	
Mondial cabrio	84-94	38,000	30,000	19,000	12,000	2926	146	
348/Spider	89-94	50,000	42,000	33,000	25,000	3405	170	
F355 GTB	94-99	75,000	62,000	49,000	36,500	3496	185	
F355 GTS/Spider	95-99	72,500	60,000	48,000	37,500	3496	183	
360 Modena	99-05	57,500	50,000	43,500	36,500	3586	184	
Testarossa	84-90	110,000	90,000	62,500	45,000	4942	181	
512 TR	91-94	175,000	137,500	100,000	67,500	4943	193	
F512 M	94-96	250,000	195,000	150,000	100,000	4943	194	
456GT	92-98	47,500	40,000	28,500	20,000	5474	184	
456MGT	98-03	55,000	42,000	28,500	22,000	5474	185	
288GTO	84-87	2.8m	2.4m	2.1m	1.85m	2855	190	
F40	88-92	2.5m	2m	1.5m	1.25m	2936	201	
F50	95-97	3m	2.6m	2.3m	n/a	4698	202	
550/575M Maranello	96-06	90,000	72,500	52,500	42,500	5474	199	
Enzo	02-04	2.6m	2.25m	1.75m	n/a	5998	220	
FIAT	Fiat Motor Club (0208 372 4028)							
500 Topolino	48-55	13,000	9500	4500	2000	569	60	
600/600D	55-70	11,000	7500	3600	1400	633	66	
600 Multipla (MPV)	55-60	27,000	19,000	12,500	6750	767	59	
500/D/F/L/R	57-75	15,000	10,000	4000	2000	499	61	
1500S/1600S Osca sp	59-66	29,500	24,000	16,000	10,000	1568	105	
2300S	61-68	28,000	20,000	16,000	10,000	2280	120	
850 Coupé	65-73	9000	6000	2750	1400	903	96	
850 Spider	65-73	15,000	9500	4500	2400	903	96	
124/Special 1.2/1.4	66-73	2650	1750	850	400	1438	100	
124 Coupé	66-75	12,000	8500	3500	1250	1756	115	
124 Spider 1.4/1.6	66-74	18,500	13,000	7750	3500	1608	112	
124 Spider 1.8/2.0	75-81	15,500	10,750	5750	2000	1756	108	
124 Spider Abarth	72-75	57,500	42,000	32,000	17,500	1756	118	
Pininfarina Spider	82-85	16,000	11,000	6250	2250	1995	104	
Dino Spider 2.0/2.4	67-73	130,000	97,500	65,000	47,500	2418	130	
Dino Coupé 2.0/2.4	67-73	50,000	36,000	22,500	15,000	1987	122	
130 saloon 2.8/3.2	69-76	6250	4500	2250	1100	3235	112	
130 Coupé	72-76	20,000	14,000	7500	3600	3235	118	
127 Sport 1300	81-83	6250	4000	2000	1000	1301	102	
128 3P coupé	75-78	9750	6000	2500	1200	1301	102	
X1/9	77-89	11,000	6750	3000	1400	1290	100	
Panda	80-96	4000	2750	1250	550	903	87	
Panda 4x4	84-92	8500	6250	3000	1400	999	83	
Strada Abarth 130TC	84-88	19,500	14,000	6000	2000	1995	117	
Coupé/Turbo	94-00	7500	5000	1750	600	1998	149	
Barchetta	95-02	6750	4250	2200	1000	1747	118	
FORD	AVO OC (01527 542251); RS OC (0118 984 1583); Capri Club Intl (01386 860860); Sporting Escort OC (01359 231384); Mustang OC GB (mocgb.net)							
Prefect	40-53	8000	5500	2500	1250	1172	68	
Pilot V8	47-51	17,500	10,000	5500	2650	3622	82	
Anglia/Popular 103E	46-59	8000	5750	2500	1350	1172	61	
Anglia 100E/Popular	53-62	6750	4750	2000	1100	1172	71	
Prefect 107E	59-61	7000	5000	2500	1350	997	73	
Anglia 105E	59-68	9000	6500	2950	1600	997	74	
Anglia 123E	62-68	11,000	8000	3650	2000	1197	82	
Consul MkI	50-56	10,000	7000	3000	1500	1508	73	
Zephyr Six MkI	50-56	14,000	10,000	4500	2000	2262	82	
Zephyr Zodiac	53-56	16,500	12,500	5500	2650	2262	84	
Consul MkI con	52-56	16,500	12,500	6750	4000	1508	73	
Zephyr MkI con	52-56	23,000	18,000	12,000	6750	2262	82	
Consul MkII	56-62	10,000	7000	3000	1400	1703	79	
Zephyr MkII	56-62	17,500	11,500	5000	2000	2553	88	
Zodiac MkII	56-62	20,000	14,000	6400	2750	2553	88	
Consul MkII con	56-62	14,000	9500	4750	2500	1703	78	
Zephyr MkII con	56-62	21,000	15,000	9000	5500	2553	88	
Zodiac MkII con	56-62	25,000	18,000	10,500	6250	2553	88	
Zephyr MkIII	62-66	13,500	9500	3500	1500	2553	95	
Zodiac MkIII	62-66	17,000	12,000	5750	2000	2553	100	
Zephyr 4/6 MkIV	66-72	8500	6000	2600	1200	2994	100	
Zodiac MkIV/Exec	66-72	9500	7000	3250	1400	2994	100	
Consul Classic	61-63	11,500	8000	3750	1650	1498	79	
Consul Capri	61-64	17,000	13,000	6000	2500	1340	84	
Consul Capri GT	63-64	20,000	14,000	8000	3500	1340	95	
Corsair/V4	64-70	9000	6250	2650	1250	1663	90	
Corsair GT/2000E	64-70	10,000	7000	3250	1600	1996	100	
GT40	64-68	5.4m	4.6m	3.3m	2.75m	4736	198	
Mustang coupé	64-68	28,000	20,000	11,750	6250	4727	120	
Mustang fastback	65-68	38,500	28,000	16,500	8500	4727	120	
Mustang con	64-68	35,000	26,000	16,500	9000	4727	111	
Mustang GT350	65-66	255,000	210,000	130,000	100,000	4727	133	
Mustang GT500	67-70	155,000	125,000	85,000	62,500	6800	130	
Cortina MkI	62-66	11,000	7500	3500	1600	1498	82	
Cortina MkI GT	63-66	24,000	17,500	8000	3500	1498	91	
Cortina MkII	66-70	10,500	7000	3400	1500	1599	87	
Cortina MkII GT	66-70	14,000	9500	4250	1750	1599	98	
Cortina 1600E	67-70	15,000	10,000	4650	2000	1599	98	
Cortina MkIII	70-76	10,500	7500	3600	1500	1993	101	▲
Cortina MkIII GT/GXL	71-76	12,000	8500	4200	1900	1993	104	▲
Cortina MkIII 2000E	73-76	12,500	9000	4500	2000	1993	105	▲
Cortina MkIV/V	76-82	11,000	7000	3000	1350	2293	110	
Escort MkI 1.1/1.3	68-75	11,000	8000	4000	1750	1298	83	
Escort Twin Cam	68-71	60,000	46,500	32,000	22,500	1558	113	
Escort GT/Spt/1300E	68-75	19,000	13,500	7000	4000	1298	96	
Escort Mexico	70-75	42,000	32,000	21,000	14,000	1599	99	
Escort RS1600	70-75	67,500	50,000	37,500	27,500	1601	113	
Escort RS2000	73-74	60,000	45,000	30,000	20,000	1993	108	
Escort MkII sal	75-80	10,000	6500	2950	1250	1297	93	
Escort MkII Ghia	75-80	12,000	8000	4000	2000	1599	97	
Escort MkII Sport	75-80	20,000	15,000	7500	3750	1599	101	
Escort MkII Mexico	76-78	40,000	30,000	20,000	12,500	1593	105	
Escort MkII RS1800	75-77	80,000	65,000	42,500	30,000	1835	112	
Escort MkII RS2000	75-80	45,000	30,000	16,000	8000	1993	109	
Escort XR3	81-83	12,750	9250	4500	1950	1597	113	
Escort XR3i	83-86	13,500	9500	4250	1750	1597	116	
Escort RS1600i	83-84	36,500	26,500	13,500	7000	1597	117	
Escort XR3i (MkIV)	86-90	10,000	7500	3000	1400	1597	116	
Escort XR3i cabrio	84-90	9500	7000	3000	1250	1597	107	
Escort RS Turbo S1	84-85	31,000	22,500	12,750	7000	1597	122	▲
Escort RS Turbo S2	85-90	24,000	17,500	8250	3750	1597	124	
Capri MkI 1.3/1.6	69-74	14,000	10,000	4500	2000	1599	95	
Capri GT 1.6/2.0	69-74	21,000	14,250	7500	3750	1996	107	
Capri 3000GT	70-74	27,500	18,500	10,000	4750	2994	113	▲
Capri 3000E/GXL	70-74	29,500	20,000	11,000	5000	2994	113	
Capri RS2600	71-74	52,000	42,000	27,500	18,500	2637	124	
Capri RS3100	73-74	55,000	45,000	26,500	17,500	3091	125	
Capri II/III 1.6/2.0	74-82	15,000	10,000	3000	1300	1993	110	
Capri II/III 3.0	74-82	27,500	19,000	9000	4250	2994	116	
Capri III 2.8i	81-87	23,500	16,000	7000	2950	2792	129	
Capri 280 Brooklands	87-88	26,500	20,000	9250	4750	2792	129	
Consul/Granada 3.0	72-77	18,000	12,000	5000	2000	2994	113	
Granada 3.0 Coupé	74-77	18,500	12,500	5250	2200	2994	111	
Granada MkII	77-85	10,000	7000	3000	1400	2792	117	
Fiesta XR2 MkI	81-83	20,000	14,000	6500	3000	1599	106	
Fiesta XR2 MkII	84-89	14,000	9500	4000	1800	1597	109	
Fiesta XR2i MkIII	89-94	9000	6750	3250	1400	1596	116	
Fiesta RS Turbo	90-92	25,000	17,500	10,000	6000	1596	129	
RS200	85-86	160,000	130,000	100,000	75,000	1803	140	
Sierra XR4i	83-85	11,000	8000	3200	1500	2792	125	▲
Sierra XR4x4	85-90	10,500	7000	3000	1400	2792	127	▲
Sierra RS Cosworth	85-87	65,000	44,000	22,500	13,500	1993	145	
Sierra RS500	87	95,000	72,000	49,500	30,000	1993	149	
Sapphire RS Cos.	88-92	32,500	25,000	12,500	5500	1993	154	
Escort RS2000	91-96	9000	6000	2750	1400	1998	131	
Escort RS2000 4x4	94-96	13,500	10,000	7500	5500	1998	130	
Escort RS Cosworth	92-96	55,000	45,000	32,500	24,000	1993	144	
Focus RS MkI	02-03	22,500	18,000	12,000	6750	1988	144	
FRAZER NASH	VSCC Frazer Nash section (01285 720483)							
Le Mans Replica	48-52	550,000	475,000	395,000	325,000	1971	115	▼
GILBERN	Gilbern Owners' Club (01926 512136)							
Genie	66-70	13,500	9500	4750	2200	2994	120	
Invader I/II	69-72	14,250	10,000	5000	2500	2994	116	▲
Invader III	72-74	16,000	11,500	5500	2850	2994	120	
GINETTA	Ginetta Owners' Club (01724 352801, membership@ginetta.org)							
G4 1.0/1.5	61-68	22,000	17,000	12,000	8000	1498	115	
G15 875/998	68-74	13,000	8000	4000	1850	998	108	
G21 1800/1800S	71-78	14,000	10,000	4750	2000	1725	120	
G33	91-93	15,000	11,000	7000	5000	3946	137	
GORDON-KEEBLE	Gordon-Keeble Owners' Club (0121 459 9587)							
GK1/IT	64-67	97,500	72,500	49,500	30,000	5395	135	
HEALEY	Association of Healey Owners (01425 480243)							
Silverstone sports	49-50	150,000	125,000	97,500	67,500	2443	107	
Abbott con	50-54	40,000	30,000	20,000	12,000	2443	100	
Tickford saloon	50-54	33,000	22,000	12,500	7500	2443	102	
HEINKEL/TROJAN	Heinkel/Trojan Club (01527 501318)							
Cabin Cruiser/200	56-65	22,000	15,000	9250	5750	198	60	
HILLMAN	Owners' Club (01522 823778); Imp Club (01789 414789)							
Minx Ph. I-II	39-48	6750	5250	2200	1000	1185	65	
Minx Ph. I-II con	39-48	11,000	8000	4000	2000	1185	65	
Minx Ph. III-VIIIA	48-56	6000	4000	1750	800	1390	73	
Minx Ph. III-VIIIA con	48-56	10,500	7250	3500	1600	1390	73	
Californian	53-56	8900	6000	3000	1600	1390	74	
Minx SI-IIIC	56-63	6250	4250	2000	900	1592	80	
Minx SI-IIIC con	56-62	10,000	7000	3500	1650	1494	80	
Minx SV-VI	63-67	4500	2850	1450	750	1725	81	
Husky II/III estate	58-66	6600	4500	2000	1000	1390	74	
Super Minx SI-IV	61-66	5500	3500	1650	800	1725	86	
Super Minx con	62-64	8500	6000	2900	1500	1592	84	
Imp	63-76	5750	4000	1850	900	875	81	
Imp Californian	67-70	6400	4500	2200	1000	875	81	
Husky (Imp)	66-70	6000	4200	1900	1000	875	80	
Hunter GLS	72-76	20,000	14,000	6500	3000	1725	110	
Avenger GT/GLS	71-81	12,500	9000	4500	2000	1598	98	
Avenger Tiger	72-73	16,500	11,000	6000	3000	1599	100	
HONDA	Honda S800 Sports Car Club (0121 444 2988)							
S800 coupé	66-70	24,000	17,500	11,000	5500	791	96	▼
S800 sports	66-70	30,000	21,000	15,000	9000	791	96	▼
CRX 1.6i/V-TEC	86-91	10,000	7000	3000	1400	1595	125	
NSX 3.0	90-02	72,500	55,000	37,500	26,500	2977	158	
Beat	91-95	4750	3000	1500	900	656	84	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
Integra Type R DC2	98-01	19,500	14,000	7000	3500	1787	143	
S2000 (AP1)	99-09	14,000	11,000	5750	3250	1997	147	
HRG								
1100/1500	38-56	60,000	46,500	32,000	22,500	1496	81	
HUMBER Post-Vintage Humber Car Club (01604 404363)								
Hawk MkI-VI	49-57	7500	5500	2500	1200	2267	80	
Hawk SI-IV	57-68	7500	5000	2350	1150	2267	86	
Snipe	45-48	9500	7500	3000	1400	2731	72	
Snipe/P'man MkI-IV	45-56	11,000	8000	3400	1500	4139	91	▲
Super Snipe dhc	49-52	22,000	15,000	10,000	5000	4086	80	
Super Snipe SI-VA	58-67	10,000	7000	2750	1250	2651	106	
Imperial	64-67	11,000	8000	3250	1400	2965	102	
Sceptre MkI-II	63-67	8750	6000	2500	1000	1725	90	
Sceptre MkIII	67-76	7500	5250	2000	850	1725	98	
ISO Iso Bizzarrini Club (020 8891 6663)								
Rivolta	62-70	80,000	60,000	40,000	30,000	5359	140	▼
Grifo	63-74	305,000	255,000	195,000	130,000	5359	161	▼
Grifo 7-litre	69-74	365,000	300,000	225,000	155,000	6998	170	▼
Lele	70-74	45,000	26,000	15,000	7500	5736	145	
JAGUAR Car Club (01773 741784); Drivers' Club (01582 419332); Enthusiasts' Club (0117 969 8186); XK/E-type Club Club (01584 781588)								
SS100 2½-litre	36-39	350,000	260,000	200,000	145,000	2663	94	
SS100 3½-litre	38-39	440,000	340,000	240,000	185,000	3485	104	
1½-litre	45-49	29,000	20,000	12,000	6750	1776	70	
2½-litre	46-51	32,500	22,000	13,000	7250	2663	87	
3½-litre	46-51	36,000	26,000	15,000	8500	3485	92	
MkV 2½-litre con	49-51	58,000	40,000	25,000	12,000	2663	87	
MkV 3½-litre con	49-51	70,000	45,000	28,500	16,500	3485	92	▼
XK120 alloy rdstr	49-50	200,000	165,000	130,000	100,000	3442	132	▼
XK120 roadster	50-54	110,000	77,500	51,000	32,500	3442	122	▼
XK120 dhc	50-54	96,000	74,000	48,000	30,000	3442	122	
XK120 fhc	51-54	81,500	56,000	38,000	25,000	3442	121	
C-type	51-54	4.85m	3.85m	3.4m	2.95m	3442	144	▼
XK140 roadster	54-57	114,000	78,500	50,000	32,000	3442	126	
XK140 fhc	54-57	72,500	52,500	36,000	24,000	3442	125	
XK140 dhc	54-57	106,000	74,500	49,000	32,000	3442	125	
D-type	54-57	6m	5.25m	4.1m	3.75m	3442	160	▼
XK150 roadster	58-60	106,000	77,500	42,500	27,500	3781	130	
XK150 fhc	57-61	70,000	50,000	33,000	20,000	3781	128	
XK150 dhc	57-61	99,000	65,000	39,000	26,000	3781	127	
XK150S 3.4 roadster	58-60	140,000	95,000	70,000	52,000	3442	130	▼
XK150S 3.4 fhc	58-60	90,000	65,000	45,000	35,000	3442	129	▼
XK150S 3.4 dhc	58-60	122,000	87,500	62,500	44,000	3442	130	▼
XK150S 3.8 roadster	59-60	188,000	145,000	115,000	82,500	3781	136	▼
XK150S 3.8 fhc	59-60	102,000	75,000	52,500	42,000	3781	132	▼
XK150S 3.8 dhc	59-60	160,000	120,000	90,000	65,000	3781	130	▼
MkVII-MkIX	51-61	33,000	22,500	11,000	5000	3442	105	
MkX/420G	61-70	21,500	15,500	7250	3000	4235	120	
Mk1 2.4/Mk2 2.4	55-67	26,000	18,000	7500	3250	2483	96	
Mk1 3.4	57-59	41,500	27,500	15,000	9000	3442	120	
Mk2 3.4	59-67	35,000	25,000	10,000	4000	3442	114	
Mk2 3.8	59-67	50,000	30,000	14,000	5000	3781	121	
S-type sal	63-68	23,000	165,500	7500	3250	3781	121	
240	67-68	22,000	15,000	6750	2650	2483	105	
340	67-68	27,500	20,000	9000	4000	3442	123	
420	66-68	16,000	11,500	5000	2000	4235	123	
E-type 3.8 rdstr (ff)	61-62	145,000	100,000	80,000	60,000	3781	145	
E-type 3.8 cpé (ff)	61-62	110,000	90,000	72,500	50,000	3781	145	
E-type 3.8 roadster	62-64	132,500	95,000	65,000	40,000	3781	145	
E-type 3.8 coupé	61-64	100,000	75,000	52,500	32,500	3781	145	
E-type 4.2 S1 rdstr	64-67	130,000	87,500	62,500	40,000	4235	145	
E-type 4.2 S1 coupé	64-67	95,000	67,500	46,500	30,000	4235	145	
E-type S1 2+2	66-67	60,000	45,000	22,500	13,000	4235	136	
E-type S1½/S2 rdstr	67-70	92,500	72,500	44,000	26,500	4235	145	
E-type S1½/S2 fhc	67-70	72,500	50,000	32,500	18,500	4235	145	
E-type S1½/S2 2+2	67-70	55,000	40,000	20,000	12,000	4235	136	
E-type V12 roadster	71-75	77,500	60,000	35,000	18,000	5343	150	
E-type V12 fhc 2+2	71-74	55,000	40,000	22,500	10,500	5343	150	
XJ6 2.8 Series 1	68-73	10,000	6750	2500	1000	2791	117	
XJ6 4.2 Series 1	68-73	15,500	10,000	3750	1250	4235	124	
XJ12 Series 1	72-73	16,000	10,500	4500	2000	5343	140	
XJ6 Series 2	73-79	12,000	7500	3000	1000	3442	117	
XJ6 Series 3	79-86	10,000	6000	2500	950	4235	125	
XJ12 Series 2-3	75-93	13,000	8750	3750	1500	5343	146	
XJ6 Coupé	75-78	24,000	14,000	7000	4200	4235	120	
XJ12 Coupé	75-78	27,000	17,500	9000	4500	5343	143	
XJR 3.6/4.0 sal	88-94	11,000	7000	3500	1600	3980	142	
XJ12 (XJ81) sal	93-94	10,000	6500	2850	1350	5994	155	
XJR X300 sal	94-97	12,000	8000	2850	1200	3980	155	
XJ12 X300 sal	94-97	8500	6250	3000	1500	5994	155	
XJ-S manual	75-80	27,500	20,000	10,000	6000	5343	154	
XJ-S V12 auto	75-91	12,500	7750	3250	900	5343	150	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
XJ-S 3.6	83-89	9250	6250	2750	1000	3590	141	
XJ-SC 3.6 cabrio	83-87	11,500	8000	3850	1750	3590	134	
XJ-SC V12 cabrio	85-88	15,000	10,000	5000	2000	5343	150	
XJ-S V12 con	88-91	19,000	12,500	5250	2250	5343	150	
XJS V12	91-96	16,000	10,500	4850	2000	5994	161	
XJS V12 con	91-96	18,000	12,500	6000	2650	5994	160	
XJR-S	88-93	25,000	18,000	9000	3750	5993	158	
XJS 4.0	91-96	13,000	8750	3600	1650	3980	138	
XJS 4.0 conv	92-96	22,000	14,000	7000	3600	3980	138	
XJ220	89-92	350,000	300,000	215,000	200,000	3498	212	
XK8 4.0 fhc	96-02	7750	5250	2400	1200	3996	155	
XK8 4.0 con	96-02	9750	7000	3650	2000	3996	155	
XJR (X308) sal	97-03	9000	6000	2500	1000	3996	155	
XKR 4.0 fhc/con	98-02	11,250	7750	3600	2000	3996	157	
JEEP								
Cherokee	92-01	12,000	7500	2800	800	3960	107	▼
JENSEN Jensen Owners' Club (01625 525699); Jensen Club (01296 614072)								
541/R/S	54-63	53,000	40,000	22,500	13,000	3993	123	
C-V8	62-65	55,000	40,000	20,000	11,000	6276	143	
Interceptor MkI	67-69	58,000	40,000	18,500	8500	6276	140	
Interceptor II-III	70-75	50,000	33,500	15,000	7500	6276	140	
FF	67-71	117,500	79,500	59,500	37,500	7212	141	▼
Interceptor SP	71-73	55,000	36,500	16,500	8000	7212	144	
Interceptor con	74-76	70,000	52,500	30,000	16,000	7212	140	
Jensen-Healey/GT	72-76	15,000	10,500	5000	2000	1973	120	
JOWETT Jowett Car Club (01245 256944); Jupiter Owners' Auto Club (01394 385709)								
Javelin	47-54	11,000	7500	3500	1500	1486	77	
Jupiter	50-54	30,000	23,000	16,000	9000	1486	85	
LAGONDA Lagonda Club (01252 845451)								
2.6/2.9	48-57	56,500	37,500	20,000	9500	2922	100	
2.6/2.9 con	49-57	87,500	65,000	30,000	18,000	2922	100	
Rapide	61-64	130,000	95,000	60,000	37,500	3995	135	
Saloon SI-III	76-87	67,000	42,500	26,500	18,000	5340	140	
Saloon SIV	87-90	70,000	47,500	32,000	22,000	5340	140	
LAMBORGHINI Lamborghini Owners' Club UK (lamborghiniclubuk.com)								
350GT/400GT Inter	64-67	510,000	430,000	340,000	250,000	3497	147	
400GT	67-68	295,000	250,000	200,000	160,000	3929	150	
Miura P400	66-69	1.35m	1.15m	850,000	600,000	3929	170	
Miura 400S	69-71	1.55m	1.3m	950,000	675,000	3929	172	
Miura SV	71-75	2.65m	2.3m	1.9m	n/a	3929	175	
Islero	68-70	230,000	175,000	135,000	105,000	3929	160	
Jarama	70-78	125,000	90,000	60,000	40,000	3929	162	
Espada I	68-70	145,000	110,000	65,000	37,500	3929	154	
Espada II/III	71-78	110,000	82,500	54,000	30,000	3929	154	
Urraco P250	73-74	72,500	52,000	30,000	20,000	2463	148	
Urraco P300	75-76	85,000	62,000	35,000	22,500	2997	158	
Jalpa	82-86	75,000	50,000	30,000	22,000	3485	153	
C'tach LP400 'Peri'	74-76	975,000	785,000	650,000	500,000	3929	192	
Countach LP400	76-78	450,000	350,000	265,000	185,000	3929	192	
C'tach LP400S	78-82	375,000	300,000	210,000	150,000	3929	164	
Countach 5000	82-90	350,000	295,000	200,000	140,000	5167	179	
Countach 25th Anni	89-90	250,000	210,000	155,000	125,000	5167	179	
Diablo	91-01	160,000	130,000	95,000	70,000	5707	202	
Diablo VT	93-01	175,000	150,000	105,000	82,500	5707	200	
LANCHESTER Daimler & Lanchester Owners' Club (07000 356285)								
Ten (LD10)	46-51	7500	5000	2400	1200	1287	69	
LANCIA Lancia Motor Club (lanciamotorclub.co.uk)								
Aprilia saloon	37-49	26,500	20,000	11,000	6000	1486	80	
Appia saloon	53-63	15,000	10,000	5250	2600	1089	80	
Aurelia B10/21/22	50-55	27,500	20,000	12,500	6500	1754	90	
Aurelia B20GT	53-58	135,000	98,500	68,500	49,000	2451	113	
Aurelia B24 Spider	55-56	785,000	650,000	550,000	500,000	2451	115	
Aurelia B24 conv	57-58	275,000	210,000	165,000	125,000	2451	108	
Flaminia saloon	57-70	10,000	7000	3750	1750	2458	100	
Flaminia coupé	59-67	475,00	34,000	20,000	13,000	2775	112	
Flaminia GT/GTL/3C	59-67	75,000	60,000	46,000	27,500	2775	115	
Flaminia convertible	59-67	145,000	100,000	70,000	47,500	2775	110	
Flaminia Sport Zag	59-67	285,000	210,000	155,000	105,000	2775	130	
Flavia saloon	61-70	12,000	7750	3250	1500	1488	105	
Flavia coupé 1.5/1.8	62-68	25,000	17,500	8000	4000	1800	112	
Flavia Sport Zagato	63-67	55,000	44,000	32,000	18,000	1800	120	
Flavia 2000 saloon	70-74	13,500	8500	4000	1600	1991	110	
Flavia 2000 coupé	69-73	17,000	12,000	5750	2650	1991	115	
Fulvia Berlina	63-73	6750	4000	1750	800	1216	100	
Fulvia coupé	65-76	20,000	15,000	6500	2750	1298	96	
Fulvia Sport Zagato	68-72	35,000	24,500	16,500	8750	1298	109	
Fulvia HF SI/SII	68-72	50,000	35,000	17,500	11,500	1584	115	
Stratos	72-74	510,000	420,000	325,000	240,000	2418	130	
Beta sal	72-81	6500	4250	1750	650	1995	118	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
Beta Coupé 1.6/2.0	73-84	7500	5000	2100	900	1995	114	
Beta Coupé Volumex	83-84	11,000	7750	3500	1500	1995	126	▲
Beta Spider 1.6/2.0	75-82	11,000	7750	3000	1400	1995	114	
Beta HPE	75-85	8250	5750	2900	1100	1995	116	
Beta HPE Volumex	83-85	12,000	8000	3750	1750	1995	116	
Montecarlo	75-84	25,000	17,500	8000	3000	1995	120	
Gamma	76-84	5500	3500	1650	750	2484	121	
Gamma Coupé	76-84	10,000	7000	3200	1300	2484	121	
Rally 037 Stradale	82-83	450,000	375,000	325,000	265,000	1995	128	
Delta S4 Stradale	85-87	300,000	250,000	175,000	n/a	1759	140	
Delta HF Turbo	84-90	12,000	8000	3750	1750	1585	121	
HF Integrale	87-91	33,500	24,000	13,000	6750	1995	134	
Integrale Evo 1	91-93	65,000	50,000	30,000	15,000	1995	135	
Integrale Evo 2	93-95	85,000	65,000	40,000	20,000	1995	136	
LAND ROVER Series I Club (01363 82666); SII Club, PO Box 251, Barnsley S70 5YN								
Series I 80in	48-53	43,000	27,500	14,000	5750	1595	60	
Series I	53-58	32,000	18,000	8000	2000	1997	60	
SII/IIA 2.2/2.6 88in	58-71	22,500	12,500	5000	1600	2286	69	
SII/IIA 2.2/2.6 109in	58-71	24,000	13,500	5500	1750	2625	75	
SIII 2.2/2.6/3.5	71-85	18,500	11,000	3250	1250	2625	73	
SIII Stage 1 V8	79-83	20,000	13,000	5500	1950	3528	86	
Defender	84-90	14,500	10,000	3650	1750	2495	77	
Defender V8	85-90	19,500	13,500	5750	2400	3528	86	▼
Defender Tdi	90-98	19,000	12,000	5500	2000	2495	80	
Defender Td5	98-07	20,000	14,000	6000	3000	2495	85	
Range Rover 2dr	70-72	42,000	32,000	18,000	8500	3528	96	
Range Rover 2dr	73-78	34,000	24,500	13,000	5000	3528	99	
Range Rover	78-89	25,000	16,000	4500	1250	3528	106	
Range Rover 3.9SE	89-96	17,500	9000	4000	1000	3947	108	
Range Rover 4.2LSE	92-95	30,000	18,000	6500	2250	4192	110	
LEA-FRANCIS Lea-Francis Owners' Club (01865 407515)								
14hp/14/70 saloon	46-54	12,000	8500	4650	2000	1767	75	
14hp/2½-litre Sports	50-53	45,000	29,000	20,000	12,000	2496	100	
LOTUS Club Lotus (01362 694459); Historic Lotus Register (01293 871541); Lotus DC (01926 859918); Lotus 7 Club (07000 572582); Lotus Cortina Register (01923 776219)								
Six	53-56	35,000	26,500	17,500	13,000	1172	93	
Elite	57-63	80,000	64,000	45,000	27,000	1216	113	▼
Seven SII	60-68	34,000	22,000	15,000	9000	1098	92	▼
Super Seven 1.3-1.6	61-69	35,000	25,000	16,000	11,000	1498	103	▼
Seven SIII 1.3/1.6	68-70	27,000	19,500	13,000	8250	1599	108	
Seven S4	69-73	15,500	11,000	7000	3500	1599	108	
Lotus Cortina MkI	63-64	64,000	49,000	33,000	25,000	1558	108	
Lotus Cortina MkI	64-66	56,000	42,500	28,000	20,000	1558	107	
Cortina II Lotus	67-70	32,000	26,000	16,500	10,000	1558	102	
Elan S1 dhc	62-64	38,500	30,000	21,000	14,500	1558	119	
Elan S2-S3 dhc	64-68	33,500	25,000	16,000	10,000	1558	120	
Elan S4 dhc	68-71	29,500	22,500	15,000	9250	1558	120	
Elan S3/S4 cpé	66-71	27,500	21,000	12,000	7250	1558	123	
Elan Sprint con	71-73	47,500	37,500	24,000	15,000	1558	121	
Elan Sprint Coupé	71-73	39,000	30,000	20,000	13,500	1558	121	
Elan Plus 2	67-74	28,000	20,000	11,000	6000	1558	121	
Europa S2	67-71	20,000	14,500	7500	4500	1470	110	
Europa TC/Special	71-75	32,500	22,500	11,000	6000	1558	123	
Elite, Eclat	74-82	11,000	7750	3000	1500	2174	129	
Esprit S1	76-78	40,000	31,000	22,000	15,000	1973	124	
Esprit S2	78-81	29,500	22,000	14,000	9000	1973	130	
Esprit Turbo	80-87	37,500	26,500	14,000	8000	2174	148	
Esprit S3	82-87	26,500	18,500	11,000	6000	2174	134	
Excel	82-88	10,000	7000	3000	1500	2174	130	
Esprit X180	87-90	24,000	17,500	9250	5250	2174	135	
Esprit Turbo/SE	87-92	32,000	22,000	12,000	6750	2174	156	
Esprit S4 Turbo	93-96	39,000	29,000	15,000	8500	2174	161	
Esprit GT3	96-99	38,500	29,500	17,500	12,500	1973	163	
Esprit V8	96-04	55,000	40,000	30,000	20,000	3506	175	
Carlton/Omega	90-92	67,500	47,500	25,000	16,000	3615	177	
Elan SE turbo	89-92	9950	6750	3750	2000	1588	137	
Elan S2	94-95	10,500	7750	4500	2650	1588	137	
Elise S1	95-00	20,000	15,000	11,000	7000	1796	126	
Elise S2	00-05	16,000	12,750	10,250	8500	1796	125	▼
Elise 111/S	99-05	19,500	15,500	12,000	10,000	1796	132	
340R	00-02	35,000	28,500	22,000	16,000	1796	133	
Exige S1	00-02	31,000	24,000	17,000	13,500	1796	136	
MARCOS Marcos Owners' Club (01384 561524); Club Marcos Int (01225 707815)								
GT1800	64-66	20,000	16,000	11,500	7000	1780	115	
1500/1600	66-68	22,000	17,000	12,000	7500	1598	117	
3-litre	69-72	21,750	16,000	11,000	6750	2978	120	
Mini-Marcos	65-74	8250	6000	3250	1600	1275	100	
Coupé/Mantula	81-87	14,500	10,000	6000	3500	2792	130	
Mantara	93-97	16,000	13,000	10,500	8000	3946	158	
MASERATI Maserati Club (01494 717701)								
A6G/2000 Zag. cpé	54-57	2.75m	2.2m	1.75m	1.4m	1986	131	

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	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
A6G/2000 coupé	54-57	550,000	475,000	400,000	350,000	1986	131	
3500GT coupé	58-64	165,000	135,000	102,500	70,000	3485	142	
3500GT Spider	58-64	465,000	415,000	350,000	250,000	3485	140	
Sebring 3.5/3.7/4.0	62-66	150,000	117,500	90,000	52,500	3485	138	
Mistral coupé	63-70	140,000	110,000	72,500	37,500	3692	147	
Mistral Spyder	64-70	470,000	400,000	295,000	227,500	3692	147	▼
Quattroporte 4.1/4.7	63-71	60,000	40,000	25,000	15,000	4136	130	
Quattroporte III	79-90	20,000	13,000	6500	3500	4930	122	
Mexico	65-72	95,000	70,000	42,000	27,500	4719	150	
Indy	66-74	62,500	49,000	34,000	24,000	4719	156	
Ghibli 4.7	67-70	200,000	150,000	90,000	60,000	4719	155	
Ghibli Spyder	69-71	550,000	495,000	425,000	350,000	4719	154	▼
Ghibli 4.9 SS	70-73	235,000	180,000	120,000	72,500	4930	172	
Ghibli SS Spyder	71-72	625,000	550,000	475,000	400,000	4930	170	▼
Bora 4.7/4.9	71-79	167,500	130,000	92,500	45,000	4719	160	
Merak	72-75	42,500	30,000	20,000	12,000	2965	135	
Merak SS	76-83	55,000	45,000	25,000	15,000	2965	147	
Khamsin	74-82	135,000	100,000	65,000	40,000	4930	151	
Kyalami 4.1/4.9	76-83	57,500	45,000	28,500	15,000	4930	150	
Biturbo 220-425	81-88	10,000	6000	2500	1200	2491	138	
Biturbo Spyder	84-94	13,250	8500	4000	2000	2491	138	
Ghibli II	94-97	17,500	12,000	5750	2850	2790	155	
Quattroporte IV	94-01	10,500	8000	5000	2650	2790	158	
3200GT	98-01	15,000	10,650	7400	4850	3217	180	▼
4200GT	02-07	14,500	10,500	7000	4750	4244	177	

MATRA Matra Enthusiasts' Club (01892 652964)

	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
Bagheera	73-79	12,000	8000	3500	1250	1442	102	
Murena	80-83	14,000	9000	4000	1500	2155	121	

MAZDA mazdarotaryclub.com; MX-5 Owners' Club (mx5oc.co.uk)

	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
Cosmo 110S	67-72	90,000	65,000	40,000	25,000	982	125	
RX7	78-86	15,000	10,000	4500	1250	2292	119	
RX7 S2	86-91	7000	4750	2250	900	2254	140	
RX7 S3	92-95	8000	6500	4000	2000	2608	156	
MX-5	90	6000	4000	1850	1000	1597	121	
MX-5	91-97	4750	3000	1250	500	1839	123	

McLAREN

	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
F1	93-98	17	16m	15m	14m	6064	240	

MERCEDES-BENZ M-Benz Club Ltd (07071 818868); M-Benz Owners' Assoc. (01892 860922)

	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
500K Cabrio A/B/C	34-36	1.25m	1m	700,000	450,000	5016	102	
500K Sports/Rdster	34-36	3m	2.5m	1.95m	1.3m	5016	102	
540K coupe	36-39	500,000	400,000	300,000	200,000	5401	104	
540K Cabrio A	36-39	1.6m	1.25m	1m	900,000	5401	101	
540K Cabrio B/C	36-39	1.1m	875,000	600,000	450,000	5401	100	
540K Special Rdster	36-39	5.75m	4.85m	4m	3m	5401	106	
180/190 Ponton sal	53-62	16,500	11,500	5500	2500	1897	87	
219/220S Ponton sal	56-59	19,500	14,000	6750	3500	2195	101	
220S/SE cabrio	56-60	130,000	90,000	47,500	29,500	2195	101	
220S/SE coupé	57-60	54,000	37,500	23,500	15,000	2195	101	
300A/B/C/D sal	51-62	56,500	36,500	20,000	10,000	2996	101	
300 cabrio D	57-62	200,000	145,000	90,000	50,000	2996	100	
300S cab/rdstr	52-55	440,000	345,000	250,000	170,000	2996	112	
300Sc cab/rdstr	55-58	650,000	475,000	340,000	240,000	2996	112	
300Sc coupé	55-58	375,000	300,000	230,000	155,000	2996	112	
300SL Gullwing	54-57	1.45m	1.2m	1m	775,000	2996	145	
300SL roadster	57-63	1.4m	1.15m	850,000	650,000	2996	130	
190SL roadster	55-63	125,000	90,000	65,000	45,000	1897	109	
190/200 Fintail sal	61-68	13,000	9000	4000	1750	1988	90	
220/230 Fintail sal	59-68	16,500	11,500	5250	2250	2281	100	
300SE/L Fintail sal	61-65	30,000	20,000	8500	3250	2996	109	
220SEb coupé	61-65	45,000	32,500	17,500	10,000	2195	107	
220SEb cabrio	61-65	100,000	70,000	38,500	24,000	2195	107	
300SE coupé	62-67	75,000	50,000	30,000	18,500	2996	110	
300SE cabrio	62-67	160,000	125,000	70,000	47,500	2996	109	
230SL sports	63-67	87,500	62,500	34,000	21,000	2306	121	
250SL sports	67-68	92,500	65,000	36,000	23,000	2496	121	
280SL sports	67-71	115,000	75,000	40,000	26,000	2778	121	
600 saloon	64-81	100,000	75,000	43,000	25,000	6330	120	
250/280S/SE sal	65-72	19,500	13,000	5500	2250	2778	116	
250SEC/280SEC cpé	65-69	56,500	38,500	22,200	13,500	2778	116	
250/280SE cab	65-69	125,000	90,000	44,000	24,000	2778	116	
280SE cpé (low grille)	70-72	50,000	35,000	20,500	13,000	2778	116	
280SE cab (low grille)	70-72	100,000	77,500	40,000	22,500	2778	116	
280SE 3.5 coupé	69-71	100,000	75,000	39,500	25,000	3499	127	▲
280SE 3.5 cabrio	69-71	250,000	190,000	135,000	95,000	3499	127	
300SE/SEL sal	65-69	22,000	14,000	6000	2500	2996	115	
280/300SE/SEL 3.5	69-72	25,000	16,500	7500	3500	3499	128	
300SEL 6.3 saloon	67-72	50,000	37,000	22,500	10,000	6329	132	
200/220/230.4 sal	67-76	11,000	7000	3000	1200	2197	105	
230.6/250/280 sal	67-76	12,000	7500	3250	1300	2746	125	
250CE/280CE coupé	68-76	18,000	12,000	6000	2500	2746	125	
280/350/380/420SL	71-89	30,000	20,000	7500	2750	4196	130	
500/560SL sports	82-89	40,000	24,000	10,000	3750	5547	142	
300SL (R107)	85-89	34,000	21,000	9000	3650	2962	124	
350/380/450SLC cpé	71-81	20,000	12,500	5000	1750	4520	137	
280S/SE sal	72-80	12,000	7500	3250	1250	2746	118	
350/450SE/SEL sal	72-80	17,500	12,000	5000	1600	4520	130	
200/230E sal	75-84	11,750	8000	3600	1500	2299	114	
250/280E sal	75-84	12,000	8250	3750	1650	2746	124	
230/280CE coupé	77-85	16,000	11,000	5000	2000	2746	125	
G-wagon (W460)	79-92	27,500	17,500	7500	3500	2746	102	
450SEL 6.9 sal	76-80	38,500	27,000	13,500	6750	6834	140	
280SL-SL320 (R129)	89-01	13,500	8000	3350	1600	2960	142	
500SL/SL500 (R129)	89-01	17,500	10,750	4750	2300	4973	155	
600SL/SL600 (R129)	92-01	25,000	17,500	7500	3750	5987	155	
380/420/500SEC	81-91	19,500	13,000	7000	2400	4973	138	
560SEC	86-91	22,000	15,000	8000	3000	5547	151	
300SE-500SE sal	80-91	9000	6000	2000	800	4973	147	▲
500/560SEL sal	80-91	13,000	8000	2900	1200	5547	156	▲
190E sal	82-92	6750	4250	1750	750	1997	119	
190E 2.3/2.5-16	83-92	27,500	19,500	10,000	5000	2299	143	
W124 Coupé	87-95	8500	5500	2000	650	2962	139	
E220, E320 Cabrio	91-97	18,000	12,000	5500	2650	3199	142	
W124 sal/est	84-95	6750	4500	1650	600	3199	146	
500E saloon	90-95	45,000	35,000	17,500	10,000	4973	155	
SLK230 Komp'	97-04	4500	2750	1000	500	2295	140	
SL55 AMG	02-08	17,500	12,500	9000	6000	5439	155	
SLR McLaren	03-10	225,000	175,000	150,000	n/a	5439	208	

MESSERSCHMITT Owners' Club (01293 871417); Enthusiasts' Club (01483 769270)

	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
KR175/200	53-64	25,000	17,500	11,000	6500	191	65	
TG500 Tiger	58-61	100,000	80,000	60,000	40,000	493	75	

MG Owners' Club (01954 231125); Octagon Club (01785 251014); Car Club (01235 555552)

	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
SA saloon	36-39	40,000	32,500	23,500	13,500	2322	80	
SA tourer/dhc	36-39	64,000	46,500	31,000	19,500	2322	80	
VA saloon	37-39	27,500	20,000	13,000	8000	1548	80	
VA tourer/dhc	37-39	37,500	25,000	17,500	11,000	1548	81	
WA saloon	38-39	46,500	37,000	27,500	16,000	2561	91	
WA tourer/dhc	38-39	80,000	60,000	40,000	24,000	2561	91	
TA/TB/TC	36-49	33,000	23,000	14,000	9000	1250	78	▼
TD	49-53	21,500	15,500	10,000	6200	1250	80	▼
TF1250/1500	53-55	29,000	20,000	13,000	7500	1466	85	
YA/YB	47-53	15,000	10,000	4250	1250	1250	71	▼
Magnette ZA/ZB	53-59	17,000	11,500	4750	2250	1489	82	▼
MGA Roadster	55-62	31,000	21,000	12,500	8000	1489	98	
MGA Coupé	56-62	25,500	17,000	10,000	6250	1489	98	
MGA Twin Cam Rdstr	58-60	47,500	34,000	23,500	15,000	1588	115	
MGA Twin Cam Cpé	58-60	37,500	27,500	17,500	12,000	1588	115	
Magnette III/IV	59-68	10,000	6750	2900	1350	1622	87	
1100/1300	62-71	10,000	7000	2950	1300	1275	97	
MGB roadster p/h	62-65	21,000	15,000	8000	4000	1798	103	
MGB roadster	65-67	17,500	12,750	6000	3000	1798	103	
MGB GT	65-67	16,000	10,750	5000	2350	1798	103	
MGB MkII roadster	67-71	16,500	11,500	5500	2500	1798	103	
MGB MkII GT	67-71	14,000	8750	4000	1800	1798	103	
MGB MkIII roadster	71-74	16,000	11,000	5250	2250	1798	100	
MGB MkIII GT	71-74	12,000	8000	3400	1500	1798	96	
MGB roadster	75-80	12,000	7500	3000	1250	1798	96	
MGB GT	75-80	9500	6000	2250	850	1798	104	
MGC roadster	67-69	25,500	19,000	9950	4500	2912	120	▼
MGC GT	67-69	23,000	15,500	8000	3650	2912	120	▼
MGB GT V8 chrome	73-74	25,000	16,500	7950	3850	3528	125	▼
MGB GT V8 rubber	74-76	20,000	13,000	6400	3000	3528	125	▼
Midget MkI	61-64	12,250	8250	4000	1750	1098	86	
Midget MkII	64-66	11,750	8000	3650	1600	1098	90	
Midget MkIII	66-74	12,000	8000	3250	1250	1275	96	
Midget 1500	74-79	6400	4250	1500	550	1498	101	
Metro	82-90	7250	5250	2750	1500	1275	100	
Metro Turbo	83-89	14,000	10,000	5000	2500	1275	110	
Montego Turbo	85-91	9000	6500	3500	1850	1994	124	
Maestro Turbo	89-91	15,500	11,500	7000	4000	1994	128	
Metro 6R4	85-86	140,000	115,000	85,000	62,500	2991	120	
RV8	93-96	19,000	14,500	10,000	6250	3946	136	
MGF/TF	95-05	3200	1900	800	375	1796	126	
ZT260 V8	03-05	11,000	7750	4750	3250	4601	155	▲

MITSUBISHI

	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
Starion Turbo	82-89	14,000	10,000	4500	2000	1997	133	
3000GT/GTO	90-01	8000	5750	2750	1250	2972	153	
Evo IV-VI	97-99	27,500	20,000	11,000	5500	1997	150	

MORGAN Sports Car Club (01384 254480); Three-Wheeler Club (01823 277852)

	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
4/4 Series I	36-50	39,000	29,000	20,000	12,000	1267	70	
Plus 4 (Vanguard)	50-53	38,000	27,500	18,500	10,000	2088	85	
Plus 4 (TR)	54-69	38,500	28,000	18,000	9500	1991	96	
Plus 4 SS	61-69	75,000	55,000	35,000	22,000	2138	120	
4/4 SII/III/IV/V	54-68	28,000	20,750	13,000	8000	1498	85	
4/4 1600/CVH	68-93	25,500	18,500	11,250	7000	1597	105	
4/4 1800 (Zetec)	93-06	21,000	17,000	13,000	8000	1796	106	▼
Plus 4	85-87	21,000	16,000	11,000	8000	1994	109	
Plus 4	88-00	23,000	19,000	14,500	10,500	1994	115	▼
Plus 8	68-72	46,500	31,000	20,000	14,000	3528	125	▼
Plus 8	73-86	40,000	28,000	17,500	12,000	3528	125	▼
Plus 8 injection	84-04	35,000	26,500	16,500	10,750	3528	125	▼

MORRIS Morris Register (01934 832340); Morris Minor Owners' Club (01332 291675)

	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
Minor MM lowlamp	48-51	13,000	9000	4500	2250	918	64	
Minor MM L-L Tourer	48-51	20,000	12,500	6750	3500	918	64	
Oxford MO	48-54	7000	5000	2400	1100	1476	72	
Six	49-54	8500	6500	2500	1200	2215	86	
Minor MM/SII	50-56	9000	6750	2850	1100	803	63	
Minor MM/SII conv.	50-56	13,000	8750	3750	1850	803	63	
Minor SII Traveller	53-56	15,750	10,500	4400	1500	803	63	
Minor 1000	56-70	11,000	7000	3000	1000	1098	77	
Minor 1000 conv.	56-69	13,500	9250	4000	1850	1098	77	
Minor 1000 Traveller	56-71	16,500	101,00	4500	1400	1098	76	
Isis	55-58	6750	4850	2250	1000	2639	90	
Oxford/Cowley II-III	54-60	6000	4000	1650	800	1489	78	
Oxford V-VI	59-71	8000	5500	2250	1100	1622	80	
Marina Coupé	71-78	3500	2250	1100	550	1798	95	
Marina TC/GT	71-78	4000	2500	1300	700	1798	100	

NISSAN

	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
300ZX Turbo	84-89	10,250	7000	3250	1500	2960	149	
300ZX	89-00	14,500	9500	4000	2000	2960	155	
Figaro	91	8500	5500	2250	1000	987	98	
Skyline GT-R R32	89-94	52,000	40,000	22,000	15,000	2568	155	
Skyline GT-R R33	95-99	47,500	37,500	20,000	12,500	2568	155	

NSU NSU Owners' Club (01883 744431); Ro80 Club (01274 484091)

	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
Prinz	58-72	9000	6000	2750	1200	598	71	
Sport Prinz coupé	59-67	9500	6750	3000	1500	598	76	
Wankel spider	64-67	16,000	12,000	7000	4000	497	95	
1000	64-72	7500	5000	2400	1200	996	80	
1200TT	67-72	18,500	12,750	8000	5000	1177	110	
Ro80	67-76	13,000	9000	4000	1250	995	108	

OPEL Vauxhall-Opel Drivers' Club (01362 692020); Opel Manta OC (manta.club.org)

	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
Commodore/GS/E	67-77	10,000	6000	2650	1250	2490	121	
GT	68-73	15,500	11,000	5500	2600	1897	111	
Manta A coupé	70-75	16,000	11,000	5500	2500	1897	105	
Manta GT/E	75-88	13,500	9500	4500	2000	1979	122	
Monza cpé	78-87	12,500	8250	3600	1600	2968	128	▼

PANHARD Panhard et Levassor Club GB (0161 483 8262)

	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
PL17 saloon	59-64	8750	6000	2750	1400	845	75	
24CT coupé	64-67	15,000	10,000	4750	2250	845	100	

PANTHER Panther Car Club Ltd (07971 866829)

	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
J72	72-81	50,000	35,000	25,000	17,500	4235	115	
De Ville	74-85	70,000	48,500	35,000	25,000	5343	135	
Lima/Kallista	76-90	13,000	10,000	5000	2750	1596	98	
Kallista 2.8/2.8i/2.9i	82-90	14,500	10,750	5750	3250	2933	112	

PEERLESS/WARWICK TR Register (01235 818866)

	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
GT	57-62	27,500	20,000	11,500	7000	1991	105	

PEUGEOT Club Peugeot UK (020 8888 8772)

	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
203 saloon	48-60	8500	6500	3000	1350	1290	70	
403 cabrio	57-61	30,000	22,500	12,500	7000	1468	81	
204/304 saloon	65-74	4000	2750	1400	750	1288	90	
204/304 coupé	67-75	7500	5500	2500	1200	1288	90	
204/304 cabrio	67-75	10,500	7000	3500	1500	1288	88	
404 saloon	60-75	8000	5750	2850	1400	1618	90	
504 saloon	68-83	3850	2750	1350	650	1971	104	
504 cabrio	69-83	22,000	16,000	8500	4500	1971	105	
504 coupé	69-83	11,250	7750	3750	1750	1971	107	
504 V6 cabrio	74-83	27,500	19,000	11,000	5500	2664	117	
205 T16	83-85	195,000	160,000	130,000	110,000	1774	130	
205GTi 1.6	84-90	17,500	11,500	4750	1600	1580	122	
205CTI cabrio	86-92	7500	5000	2200	900	1580	120	
205GTi 1.9	87-94	21,000	14,000	5750	1800	1905	126	
309GTi	87-93	8250	6000	2850	1250	1905	122	
106 Rallye S1/S2	94-99	9000	6250	3000	1500	1587	121	
106 GTI	96-04	7750	5500	2500	1250	1587	122	
406 Coupé	97-03	3250	2000	750	400	2946	141	

PIPER Piper Sports and Racing Car Club, email: contact@thepiperclub.org.uk

	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
GTT/P2 1.6	68-74	25,000	18,500	13,500	9500	1599	115	

PORSCHE Porsche Club GB (01608 652911); Enthusiasts' Club (01246 279358)

	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
356 pre-A Gmund	49-50	1m	800,000	600,000	500,000	1086	90	
356 pre-A	51-55	210,000	150,000	110,000	85,000	1488	90	
356 cabrio 1.3/1.5	51-55	265,000	185,000	155,000	110,000	1488	90	▼

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
356 Speedster	54-58	335,000	260,000	200,000	160,000	1488	92	
356 Convertible D	58-59	215,000	150,000	110,000	70,000	1488	92	
356A	55-59	90,000	65,000	39,000	25,000	1582	113	
356B/C	60-65	82,500	57,500	33,500	22,000	1582	113	
356A cabrio	55-59	160,000	115,000	75,000	48,500	1582	113	
356B roadster	60-61	175,000	130,000	80,000	50,000	1582	113	
356B/C cabrio	60-65	137,500	100,000	64,000	40,000	1582	113	
356A/B Carrera	55-62	500,000	375,000	275,000	200,000	1582	113	
Carrera 2	63-65	425,000	350,000	295,000	250,000	1966	125	
911 2.0	64-65	175,000	135,000	100,000	65,000	1991	131	▼
911/L 2.0	66-68	125,000	90,000	57,500	40,000	1991	131	
911S 2.0	66-69	155,000	120,000	85,000	60,000	1991	140	
912	65-69	57,500	42,000	27,500	17,500	1582	112	
911T	67-73	77,500	57,500	34,500	24,000	2195	131	
911E	68-73	87,500	65,000	37,500	27,500	2341	138	
911S 2.2	69-71	137,500	105,000	75,000	53,000	2195	144	
914-4	69-75	25,000	17,500	8000	4000	1795	112	
914-6	69-72	84,000	60,000	37,500	25,000	1991	125	
911S 2.4	71-73	150,000	110,000	80,000	57,500	2341	144	
Carrera RSL	72-73	850,000	650,000	500,000	400,000	2687	149	
Carrera RST	72-73	525,000	400,000	275,000	190,000	2687	149	
911 2.7	73-77	42,500	32,500	18,000	11,000	2687	135	
911S 2.7	73-77	48,500	37,500	25,000	16,000	2687	140	
Carrera 2.7MFI	73-77	180,000	140,000	110,000	85,000	2687	148	
911 Turbo (930) 3.0	75-77	140,000	110,000	80,000	55,000	2995	156	
Carrera 3.0	76-77	85,000	55,000	37,500	25,000	2994	146	
924	76-85	6250	3950	1600	750	1984	126	
924 Turbo	78-83	17,000	11,500	5400	2500	1984	144	
924 Carrera GT	80-81	70,000	55,000	37,500	26,500	1984	150	
924S/Le Mans	85-88	9250	6250	2500	1250	2479	136	
928/S/S2	77-87	27,500	20,000	10,000	4500	4664	155	
928S4	86-95	28,500	20,000	10,500	4500	4957	161	
928GT	89-92	35,000	24,000	15,000	7000	4957	168	
928GTS	91-95	56,500	42,500	25,000	12,000	5396	171	
911 Turbo (930) 3.3	77-90	120,000	90,000	55,000	35,000	3299	160	
911 Turbo Cabrio	86-90	97,500	72,500	45,000	32,000	3299	158	
911SC 3.0	77-83	53,000	41,000	24,000	15,000	2994	149	
911 Carrera 3.2	83-89	54,000	38,000	21,000	12,500	3164	158	
911 Carrera cabrio	83-89	48,500	33,000	20,000	12,500	3164	155	
Carrera Supersport	84-89	80,000	62,500	40,000	26,500	3164	158	
911 Speedster	88-89	145,000	110,000	75,000	55,000	3164	158	
959	87-88	1m	825,000	700,000	525,000	2994	190	
Carrera Club Sport	87-89	130,000	100,000	68,000	42,000	3164	154	
944	82-87	10,500	7000	3000	1200	2479	134	
944 Turbo	85-91	23,000	15,000	8000	4000	2479	157	
944S	86-88	11,000	7500	3400	1400	2479	140	
944S2	88-92	14,000	10,000	4200	1800	2990	149	
944S2 Cabrio	89-92	15,500	11,500	5250	2400	2990	149	
944 Turbo Cabrio	91-92	28,000	20,000	14,000	7500	2479	150	
911 (964)	89-94	67,500	50,000	30,000	20,000	3600	158	
911 Turbo (964)	90-94	140,000	110,000	75,000	40,000	3299	167	
911 Carrera RS (964)	92-94	240,000	195,000	145,000	115,000	3600	162	
968	92-95	16,000	12,750	7250	4000	2990	150	
968 Sport	94-95	24,000	16,500	10,000	6000	2990	151	
968 Club Sport	93-95	42,000	28,500	15,750	8000	2990	154	
911 Carrera (993)	94-97	60,000	47,500	30,000	21,000	3600	160	
911 Turbo 4 (993)	95-98	150,000	120,000	85,000	55,000	3600	180	
911 Turbo S (993)	97-98	300,000	240,000	185,000	150,000	3600	182	
911 C4S/C2S (993)	95-97	95,000	76,500	50,000	30,000	3600	171	
911 Carrera RS (993)	94-95	330,000	280,000	235,000	185,000	3746	172	▲
911RS Clubsport	95-96	360,000	295,000	250,000	200,000	3746	175	▲
911 GT2 (993)	95-98	975,000	800,000	675,000	500,000	3600	187	▼
Boxster 2.5	96-99	6500	4350	2600	1700	2480	149	
Boxster 2.7	99-04	7500	5500	3200	1950	2687	156	
Boxster 3.2S	99-04	10,000	7000	3850	2500	3179	164	
911 Carrera (996)	97-05	24,000	17,000	10,500	6750	3387	170	
911 GT3 (996)	99-05	70,000	57,500	46,000	38,500	3600	188	
911 Turbo (996)	99-05	44,000	33,500	25,000	21,000	3600	189	
911 GT2 (996)	01-05	110,000	97,500	85,000	72,500	3600	198	
RELIANT Sabre & Scimitar Club (020 8977 6625); Scimitar Drivers' (01453 548887)								
Sabre 4/6	61-64	11,000	8750	5750	2600	2553	110	
Scimitar SE4/a/b	64-70	16,000	10,000	4000	2000	2994	121	
Scimitar GTE SE5/5a	68-75	12,000	7750	2850	1100	2994	123	
Scimitar GTE SE6/6a	75-80	10,000	6750	2500	1000	2792	120	
Scimitar GTC	80-85	12,000	8000	3250	1500	2792	119	
Scimitar GTE SE6b	80-86	9400	6650	2650	1000	2792	122	
Middlebridge Scim'	88-90	30,000	24,000	16,000	10,000	2933	140	
Scimitar SS1	85-89	5000	3200	1350	550	1596	108	
Scimitar SS1 1800Ti	86-89	5900	4000	1750	800	1809	126	
RENAULT Renault Owners' Club (renaultownersclub.com/)								
4CV	47-61	8500	6000	3600	2000	747	65	
Dauphine	54-63	8000	5500	2500	1100	845	70	
Dauphine Gordini	58-67	15,000	10,500	5000	2500	845	83	
Floride/Caravelle cpé	59-68	11,000	8000	3500	1600	1108	90	
Floride/Caravelle con	59-68	13,000	9000	4500	2000	1108	90	
R4	62-80	8000	5000	2200	1000	1108	72	
R8/R10	62-71	6400	4250	2000	800	1108	84	
R8 Gordini	67-70	32,500	25,000	17,000	12,000	1255	108	
16GL/DL/TS/TX	65-79	11,500	8000	3500	1500	1565	105	
5 hatch	72-84	3500	2650	1500	600	1289	96	
5 hatch	84-96	3000	2000	1000	450	1397	109	
5 Turbo 2	83-86	80,000	57,500	32,500	22,500	1397	124	
5GT Turbo	86-91	20,000	15,000	7000	3250	1397	123	
Clio Williams	94-95	24,000	16,000	8000	4000	1998	134	
RILEY Riley RM Club (01352 700427); Riley Motor Club (01902 773197)								
RMA/RME 1½ saloon	45-55	15,000	11,000	5500	2500	1496	81	
RMB/RMF 2½ saloon	46-53	19,250	14,500	7750	3750	2443	91	
Roadster RMC	48-50	42,500	29,000	17,500	9000	2443	100	
RMD convertible	48-51	28,500	22,000	13,500	7000	2443	91	
2.6/Pathfinder	53-59	12,000	8000	3400	1650	2443	101	
One Point Five	57-65	11,000	8000	3500	1500	1489	85	
4/68, 4/72	59-69	12,000	8000	3250	1400	1622	88	▼
Elf MkI/II 848/998	61-69	8500	6400	3000	1500	998	75	
Kestrel 1100/1300	65-69	7500	5000	2250	1000	1098	87	
ROCHDALE Rochdale Owners' Club (01364 654419)								
GT	57-61	14,000	9000	4500	2500	1172	85	▲
Olympic	60-73	11,750	8000	4500	2750	1489	105	▲
ROLLS-ROYCE Rolls-Royce Enthusiasts' Club (01327 811788)								
Silver Ghost	07-14	2.3m	1.85m	1.5m	1.25m	7428	75	
Silver Ghost	18-25	400,000	320,000	250,000	165,000	7428	78	
Phantom I/II	25-35	300,000	190,000	80,000	30,000	7668	88	
Phantom III	36-39	230,000	145,000	65,000	27,500	7340	92	
Silver Wraith 4.3/4.6	47-59	50,000	36,500	20,000	10,500	4257	92	
Silver Dawn sal	49-55	42,500	29,500	16,000	8000	4566	98	▼
Silver Dawn PW con	51-55	120,000	90,000	55,000	35,000	4566	98	
Silver Cloud I sal	55-59	38,000	27,000	16,500	8000	4887	101	
SCI Mulliner con	55-59	450,000	325,000	240,000	175,000	4887	101	
Silver Cloud II sal	59-62	44,000	30,000	17,500	8500	6230	115	
SCII Mulliner con	59-62	275,000	200,000	125,000	85,000	6230	112	
Phantom V/VI limo	60-77	100,000	70,000	37,500	22,000	6230	112	
Silver Cloud III sal	62-66	50,000	35,000	19,000	9000	6230	116	
SCIII MPW con	62-66	250,000	170,000	95,000	60,000	6230	116	
Shadow/Wraith	66-80	20,000	14,000	6250	2000	6750	120	▲
MPW/Corniche cpé	66-80	46,500	32,000	18,000	8750	6750	119	
MPW/Corniche con	67-90	70,000	50,000	27,000	15,000	6750	119	
Camargue	75-86	52,000	42,000	25,000	13,000	6750	115	
Silver Spirit/Spur	80-89	13,500	9500	4500	1650	6750	119	
Corniche II/III	87-94	63,000	47,500	35,000	19,000	6750	119	
Flying Spur	94-95	27,500	17,500	12,500	9000	6750	130	
Silver Seraph	98-01	30,000	22,500	17,500	10,000	5379	140	
ROVER P4 Drivers' Guild (01582 572499); P5 OC (01784 25816); P6 Rover OC (01704 560929); Rover P6 Drivers' Club (01902 689975); Rover SD1 Club (08451 306230)								
P3 60	48-49	12,000	9000	4000	1750	1595	75	
P3 75	48-49	14,000	11,000	4500	2000	2103	85	
P4 75 'Cyclops'	50-52	16,000	11,500	5500	2400	2103	84	
P4 60/75/80	52-62	9250	6000	2250	800	2286	85	
P4 90	54-59	10,750	7250	3000	1000	2638	90	
P4 105R	57-58	8500	5950	2200	800	2638	91	
P4 105S/100	57-62	11,000	7500	3400	1400	2638	96	
P4 95/110	62-64	11,000	7250	3000	1100	2625	100	
P5 3-litre	58-67	13,000	7500	2900	1300	2995	107	
P5 Coupé	63-67	17,500	11,000	5000	2000	2995	108	
P5B 3½-litre	67-73	16,750	11,000	5000	2100	3528	113	
P5B 3½-litre Coupé	67-73	32,000	21,000	9000	2750	3528	115	
P6 2000/TC	63-69	8250	5000	2350	1000	1978	115	
P6 2000/2200/TC	70-77	7500	4000	1850	750	2205	112	
P6 3500	68-76	10,000	6500	2250	1000	3528	117	
P6 3500S	71-76	12,500	8000	3000	1400	3528	126	
SD1 2.0/2.3/2.6	76-86	6500	4000	1750	750	2597	117	
SD1 3500	76-86	8000	5500	2250	1000	3528	125	
SD1 VdP	80-86	10,000	7000	3000	1400	3528	126	
SD1 Vitesse	82-86	12,500	8500	4000	1750	3528	133	
SD1 Vitesse TP	85-86	20,000	14,000	6500	3000	3528	135	
Mini	90-00	9000	6250	2950	1250	1275	88	
Mini Cooper/S	91-00	12,500	9500	4200	1750	1275	97	
200 BRM LE	98-99	5500	3750	1750	850	1796	127	
75 V8	04-05	9500	7000	4500	3000	4601	150	▲
SAAB Saab Owners' Club (07071 719000); Enthusiasts' Club (01942 878738)								
96 Bullnose	60-65	9500	6500	3500	2000	841	80	
96 Longnose	65-68	8500	6000	3250	1750	841	79	
Sport/Monte Carlo	62-66	12,000	9000	5250	2750	841	88	
96/95 V4	67-79	10,000	7250	3500	1400	1498	93	
Sonett	67-74	16,000	11,000	5500	2750	1498	100	
99	68-84	7500	5500	2650	1200	1985	101	
99 Turbo	77-82	14,000	10,000	4750	2200	1985	125	
900 Turbo (sal/con)	79-93	11,500	8400	3350	1600	1985	133	
900 Convertible	86-93	8250	5500	2500	1000	1985	126	
SIMCA Simca Club UK (01737 765331)								
1000GLS/Special	69-78	3250	2000	1000	500	1294	105	
1000/1200S coupé	62-71	16,000	11,000	5000	2000	1204	105	
SINGER Singer Owners (01780 762740); Association of Singer Car Owners (01923 778575)								
9 Roadster/4A/4B	39-52	14,650	10,000	5750	3500	1074	70	▼
SM Roadster	51-55	13,750	9000	4900	2850	1497	72	▼
Gazelle saloon	55-67	7500	4750	2200	950	1497	77	
Gazelle con	56-62	11,500	8250	4000	1950	1497	77	
Vogue I-IV 1.6/1.7	61-66	8000	5000	2200	1000	1725	91	
Chamois	64-70	6000	4250	2000	950	875	80	
Chamois coupé	65-70	6750	4750	2400	1100	875	81	
New Gazelle/Vogue	66-70	6000	4000	1650	725	1725	94	
SKODA Skoda Owners' Club of GB (01279 815183)								
Octavia 1.1/1.2	59-64	4500	3000	1500	800	1089	75	
Felicia convertible	59-64	8500	6000	3000	1500	1221	82	
1000MB, S100	65-77	3250	2200	850	450	988	80	
S110R coupé	70-80	4750	3600	1500	750	1107	90	
Rapid coupé	84-91	3250	2500	1200	650	1289	93	
STANDARD Standard Motor Club (01676 522181)								
Vanguard I	48-52	9750	6750	3200	1500	2088	79	
Vanguard II/III	53-58	6750	4400	1900	950	2088	79	
Vanguard Sportsman	56-58	6000	4250	2000	1000	2088	83	
V,guard Vig/Lux Six	58-63	5600	4000	1900	1000	1998	87	
Eight	53-59	5250	3600	1650	750	803	61	
Ten/Pennant	54-59	5750	4000	1900	900	948	69	
Ensign/De Luxe	57-63	5500	3850	1850	900	2138	85	
STUDEBAKER								
Avanti	62-64	42,500	30,000	20,000	13,500	4737	120	
SUBARU The Subaru Impreza Drivers' Club (sidc.co.uk)								
Impreza Turbo	93-00	6500	4200	2000	800	1994	144	
Impreza WRX STi	97-00	11,000	8000	3750	1850	1994	150	
Impreza 22B	98	100,000	80,000	60,000	47,500	1994	154	
Impreza WRX P1	00-01	45,000	37,500	20,000	14,000	1994	150	
SVX	91-97	7500	5000	2000	1000	3300	143	▲
SUNBEAM Sunbeam Talbot Alpine Register (01621 778492); Sunbeam Alpine OC 01376 342025); Tiger OC (01207 508296)								
Talbot 80	48-50	8750	5600	2500	1250	1185	72	
Talbot 80 Coupé	48-50	11,000	8000	4250	2500	1185	72	
Talbot 90 (all Mks)	48-57	10,000	6250	3000	1500	1944	90	
Talbot 90 Coupés	49-57	17,000	12,500	6000	3650	1944	90	
Alpine convertible	53-55	46,500	32,000	18,500	9750	2267	95	▼
Alpine I sports	59-60	17,250	11,250	5500	2400	1494	95	▼
Alpine II sports	61-63	13,000	9500	4400	1750	1592	101	▼
Alpine III sports	63-64	16,000	10,500	5250	2200	1592	100	▼
Alpine IV sports	64-65	12,750	9000	4000	1650	1592	92	▼
Alpine V sports	65-68	19,500	12,500	6500	2750	1725	100	▼
Harrington GT	61-63	28,000	19,000	10,000	4500	1592	105	▲
Tiger I	64-66	67,500	47,500	26,000	16,500	4261	120	
Tiger II	67-68	87,500	64,000	36,500	25,000	4727	125	
Rapier I-V	55-67	12,000	8000	3500	1500	1725	95	
Rapier II-IIIA con	58-63	14,500	10,250	5000	2500	1592	87	
Rapier/Alpine	67-76	7250	5000	2200	1000	1725	102	
Rapier H120	68-76	9250	6500	3000	1500	1725	106	
Imp Sport	66-76	7500	5000	2500	1200	875	90	
Stiletto	67-72	8500	6250	2750	1300	875	90	
SUZUKI SCORE (suzuki-cappuccino.com)								
SC100	79-82	3500	2500	1500	800	970	87	
Cappuccino	92-96	6500	4250	1800	750	657	83	
SWALLOW TR Register (01235 818866)								
Doretti	54-55	62,500	45,000	30,000	19,500	1991	102	
TALBOT Sunbeam Lotus Owners' Club (01423 734624)								
Sunbeam 1600 Ti	79-81	12,000	7250	3500	1750	1598	107	
Sunbeam-Lotus	79-81	50,000	29,500	15,000	8500	2174	120	
TALBOT-LAGO								
T150 SS 'teardrop'	36-39	4.6m	3.85m	3.1m	2.3m	3996	115	
T26 Record Cabrio	47-50	180,000	150,000	95,000	62,000	4482	108	
TOYOTA Toyota Enthusiasts' Club (020 8898 0740)								
2000GT	67-70	475,000	400,000	330,000	285,000	1988	128	
Crown 2600 MkI/II	71-79	6500	4500	2000	1000	2563	106	
Celica ST 1.6/2.0	70-77	18,000	12,500	6500	3200	1588	105	
Celica GT 1.6/2.0	74-77	20,000	15,000	7250	3500	1968	111	
Celica Supra 2.8i	82-85	14,000	10,000	5000	3000	2795	126	

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			Mint	Good	Rough			
Celica GT	85-90	4250	2800	1400	800	1998	130	
Celica GT-Four	86-90	8000	5750	2750	1400	1998	135	
MR2	84-90	10,000	6750	2750	1250	1587	124	
MR2 Mk2	90-99	8000	5750	2250	1000	1998	137	
Supra	86-93	11,000	7000	3650	1750	2954	135	
Supra Turbo	88-92	16,500	11,500	5250	2400	2954	142	
Supra Turbo	93-02	21,000	15,000	7750	4000	2997	156	
Sera	90-95	3950	2500	1100	500	1496	120	
TRIDENT Trident Car Club (020 8644 9029)								
Clipper V8	67-78	31,500	24,000	12,500	7000	4727	140	
TRIUMPH Club Triumph (020 8351 9544); TR Register (01235 818866); TR Drivers' Club (01452 614234); Stag Club (07071 224245); Sports Six Club (01858 434424)								
Roadster 1800/2000	46-49	26,500	18,500	11,500	6000	2088	77	
1800/2000/Renown	46-54	9750	7000	3200	1600	2088	74	
Mayflower	50-53	5200	3350	1650	750	1247	65	
TR2	53-55	34,000	24,000	15,000	9000	1991	107	
TR3/3A 2.0/2.2	55-61	31,750	22,500	13,000	7000	1991	106	
TR4	61-65	29,000	20,000	11,000	6000	2138	109	
TR4A	64-67	32,000	22,500	12,000	6500	2138	110	
TR5 PI	67-68	50,000	39,000	25,000	16,500	2498	121	
TR6 'CP'	69-73	27,000	17,250	9750	5500	2498	119	
TR6 'CR'	73-76	22,500	15,000	8750	4750	2498	116	
TR7	75-81	6000	3950	1650	750	1998	110	
TR7 convertible	80-81	8000	5500	2400	1000	1998	109	
TR8	78-81	14,000	9000	5000	2500	3528	135	▲
TR8 convertible	80-81	15,000	10,000	6000	2850	3528	130	▲
Herald/S saloon	59-64	6250	4600	1900	950	1147	76	
Herald coupé	59-64	7500	5600	2750	1400	948	79	
Herald conv	60-61	8500	6250	2650	1250	948	79	
Herald 1200	61-70	5850	4250	1600	750	1147	80	
Herald 1200 conv	61-67	8250	6000	2500	1200	1147	80	
Herald 12/50	63-67	6850	4850	1900	950	1147	84	
Herald 13/60	67-71	5750	3750	1500	750	1296	87	
Herald 13/60 conv	67-71	8000	5750	2400	1200	1296	85	
Vitesse 1600	62-66	8500	6000	2600	1200	1596	88	
Vitesse 1600 conv	62-66	12,000	7500	3500	1500	1596	91	
Vitesse 2-litre MkI	66-68	8000	5500	2400	1100	1998	95	
Vitesse MkI conv	66-68	11,500	7250	3400	1500	1998	95	
Vitesse MkII	68-71	8750	6250	2650	1200	1998	102	
Vitesse MkII conv	68-71	14,000	9500	4000	1750	1998	100	
Spitfire 4	62-65	20,000	13,500	6500	3000	1147	94	
Spitfire Mk2	65-67	18,000	12,500	5750	2650	1147	94	
Spitfire Mk3	67-70	12,500	8000	3750	1750	1296	100	
Spitfire MkIV/1500	70-78	9500	6400	2600	1100	1493	101	
GT6 MkI	66-68	24,000	15,500	7500	3200	1998	109	
GT6 MkII	68-70	22,500	14,250	6750	3000	1998	109	
GT6 MkIII	70-74	21,500	13,500	6000	2500	1998	112	
2000 MkI	63-69	8250	6000	3000	1400	1998	98	
2000/2500 MkII	69-77	6750	5000	2250	1000	1998	98	
2.5PI/2500TC	68-77	8000	5500	2500	1200	2498	107	
2500S	75-77	8500	6000	2750	1350	2498	108	
Stag	70-77	22,000	13,500	5950	2000	2997	117	
1300/1500 fwd	65-73	6500	4000	1650	700	1296	86	
1300TC fwd	65-70	7000	4500	1850	800	1296	93	
Dolomite 1850	72-81	7000	4500	1900	900	1854	100	
Dolomite Sprint	73-81	16,500	11,000	4000	2000	1998	117	▲
Acclaim	81-84	2000	1250	625	350	1335	97	▲
TUCKER (tuckerclub.org)								
Torpedo	48	1.2m	1.05m	950,000	760,000	5474	120	
TURNER Turner Register (01895 256799)								
803/950 Sports	55-59	14,000	10,000	5500	2000	948	90	

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			Mint	Good	Rough			
Climax	58-66	17,500	15,000	10,000	5000	1098	102	
Mark I/II/III	59-66	16,000	12,000	7250	3500	1498	100	
TVR TVR Car Club (01952 822126)								
Grantura I-1800S	57-67	32,500	25,000	16,000	10,000	VAR	107	
Griffith 200/400	63-65	90,000	70,000	49,000	36,500	4727	155	
Tuscan V6	69-71	30,000	21,500	14,250	9000	2994	125	
Vixen S1-4	67-73	25,000	18,500	13,000	8750	1599	107	
1600M	72-77	20,000	14,500	8500	5250	1599	105	
2500M	72-77	19,000	14,000	8750	5500	2498	109	
3000M/Taimar	72-79	21,000	15,750	9500	6000	2994	121	▼
3000S convertible	78-79	26,500	17,500	11,000	7000	2994	119	▼
Tasmin/280i fhc/con	80-87	7500	5250	2500	1250	2792	126	
Tasmin/350i inc 2+2	83-89	7000	5000	2750	1550	3528	136	
V8/350i convertible	83-89	10,000	6250	3400	2000	3528	130	
390SE	85-88	10,500	7000	4500	2400	3905	143	
400/420/450SEAC	86-91	20,000	16,000	11,000	7000	4441	165	
400/450SE	88-91	13,000	9250	6250	4250	4441	155	
S 2.8/2.9	86-92	10,500	7500	4000	2000	2922	141	
V8S	91-94	15,000	11,000	8000	6000	3943	150	▼
Griffith 4.0/4.3	91-93	15,250	12,000	8750	6000	4228	161	
Griffith 500	93-00	20,000	16,000	12,000	8250	4988	161	
Chimaera 4.0/4.3	93-98	15,000	10,500	6500	4500	3950	152	
Chimaera 450/500	96-03	16,500	12,500	8500	6500	4988	162	
Cerbera 4.2	96-03	21,000	16,000	10,000	7000	4280	180	
Cerbera 4.5	97-03	25,000	21,000	17,000	13,500	4441	195	
Cerbera Speed Six	00-03	20,000	16,000	12,000	9500	3948	170	
Tuscan Speed Six	99-05	24,000	21,000	17,000	13,500	3996	184	
Tamora	02-06	22,000	17,500	15,000	12,000	3605	160	
T350	02-06	27,500	22,000	16,500	13,000	3605	175	
Sagaris	04-06	67,500	60,000	50,000	n/a	3996	185	
VANDEN PLAS VdP Club, Cherry Trees, Llandyfaelog, nr Kidwelly, Dyfed SA17 5PS								
4-litre Princess	57-68	12,500	8900	3750	1750	3995	89	
3-litre I/II	59-64	13,000	9000	3950	1600	2912	105	
4-litre R	64-68	15,000	9500	4000	1800	3909	110	
Princess 1100/1300	63-74	7500	5000	2400	1100	1275	87	
1500/1.5/1.7	74-80	5000	3200	1500	750	1748	90	
VAUXHALL Vauxhall-Opel Drivers' Club (01362 692020); Droop Snoot Grp (0118 981 5238)								
Wyvern/Velox L sal	48-51	9500	6500	2950	1450	2275	75	
Wyvern/Velox E	51-57	13,500	9500	3600	1650	2262	82	
Cresta E	54-57	14,000	10,000	4650	2000	2262	84	
Velox/Cresta PA	57-62	20,000	13,000	5750	2400	2651	94	
Victor F	57-61	9000	6000	2400	1200	1507	74	
Victor FB	61-64	6000	4500	1900	950	1594	77	
VX4/90 FB	61-64	7200	4750	2400	1200	1507	88	
Velox/Cresta PB	62-65	6000	4250	2000	850	2651	94	
Victor 101 FC	64-67	5000	3650	1700	850	1594	83	
VX4/90 FC	64-67	6750	4500	2250	1100	1594	89	
Cresta PC/Viscount	65-72	5750	4000	1950	950	3293	99	
Victor FD 1.6/2.0	67-72	3200	2200	1100	550	1975	95	
VX4/90 FD	69-72	6500	4250	2000	1000	1975	98	
Ventora FD	68-72	5000	3250	1600	750	3294	105	
Victor FE 1.8/2.3	72-78	3250	2000	975	550	2279	100	
VX4/90 FE	73-76	4500	3000	1500	750	2279	104	
Ventora FE	72-76	4000	2400	1200	700	3294	106	
Viva HA	63-66	6000	4500	2200	1050	1057	76	
Viva HB	66-70	6500	4500	2000	1000	1159	82	
Viva HB GT	68-70	7500	5500	2750	1500	1975	101	
Viva HC	70-79	5650	3750	1750	800	1256	83	
Firenza/Magnum	72-78	7750	5500	2400	1100	VAR	100	
Firenza Droopsnoot	74-75	16,000	12,000	6500	3750	2279	119	
Chevette 2300HS	78-80	35,000	25,000	15,000	10,000	2279	117	
Chevette HSR	79-80	60,000	47,500	30,000	20,000	2279	125	

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			Mint	Good	Rough			
Astra GTE MkI	83-84	19,000	14,000	8500	4500	1796	110	
Astra GTE MkII	84-91	16,000	11,750	6000	2850	1998	134	
Nova GTE	88-90	15,000	12,000	7500	4000	1598	119	
VX220	00-05	14,000	11,000	7500	5000	2198	137	
VX220 Turbo	03-05	17,000	13,500	10,500	9000	1998	151	
VOLKSWAGEN VW Owners' Club, PO Box 7, Burntwood, Walsall, Staffs WS7 8SB								
Beetle (split)	46-53	30,000	19,000	12,500	7500	1131	66	
Cabrio	49-53	40,000	28,500	18,500	10,000	1131	66	
Beetle (oval)	53-57	20,000	14,000	8500	4750	1192	69	
Cabrio	54-58	26,500	18,000	11,250	7000	1192	66	
Beetle 1200/1300	57-68	15,000	9750	4400	1850	1192	72	
Cabrio	58-67	20,000	14,000	6750	3400	1192	72	
Beetle 12/13/1500	68-78	12,500	8500	3400	1100	1493	81	
Cabrio	67-70	16,500	11,500	5750	3000	1493	81	
Beetle 1302/1303	70-75	9000	5750	2750	1000	1584	84	
Cabrio 1302S/1303S	70-80	13,000	9000	4500	1750	1584	82	
Karmann-Ghia cpé	55-74	21,000	14,000	6000	2750	1584	92	▼
Karmann-Ghia con	58-74	27,500	17,500	8500	4500	1493	87	▲
Karmann-Ghia T-34	62-69	23,000	14,500	6250	3250	1584	87	
Kombi/Camper	50-67	57,500	38,500	16,000	8500	1493	65	
Camper T2 (Bay)	68-71	26,000	15,500	8750	4500	1584	79	
Camper T2 (Bay)	72-79	23,500	13,500	6750	3500	1970	79	
1500/1600 Type 3	61-73	12,000	8500	3750	1500	1584	87	
411L/E, 412 1.7/1.8	68-74	7250	5000	2400	1200	1795	90	
Scirocco MkI	74-81	13,000	8500	3950	1800	1470	114	▲
Scirocco MkII	82-92	6750	4750	2250	1100	1781	130	
Golf GTI MkI	75-84	21,000	14,000	6500	2650	1781	116	
Golf GTI MkII	84-91	19,000	12,000	5500	2200	1781	123	
Golf convertible	80-93	12,000	8500	3500	1250	1781	116	
Golf GTI MkIII	92-97	5250	3600	1650	650	1984	134	
Golf MkIII VR6	92-97	6750	4500	2200	1200	2792	138	
Polo G40	91-94	6750	5000	2500	1250	1272	119	
Corrado	90-95	5500	3750	1650	800	1781	132	
Corrado G60	90-92	10,500	7000	3000	1250	1781	140	
Corrado VR6	92-95	15,000	10,000	4000	1600	2861	146	
VOLVO Volvo Owners' Club (01705 381494); Enthusiasts' Club (01872 400039)								
PV544 1.6/1.8	59-65	16,000	12,000	6000	3000	1778	95	
121/122/122S 4dr sal	55-67	12,000	8250	2500	900	1778	95	
131/132 2dr sal	61-70	12,500	8500	3250	1250	1778	96	
123GT 2dr sal	67-68	22,000	15,000	7000	3500	1778	108	
P1800	61-72	36,000	27,500	11,000	4500	1778	105	
P1800ES	71-73	28,500	21,000	10,000	4000	1986	111	
144/164 sal/est	67-74	9500	6400	2850	1300	2979	115	
244/264 sal/est	74-79	7250	5000	2400	1000	2127	106	
262C coupé	78-81	12,500	8500	4000	1600	2849	109	
240 sal/est	79-93	8500	5600	2500	950	2316	111	▲
480	85-95	3000	2000	1000	450	1721	112	
480 Turbo	88-95	4000	2750	1250	650	1721	123	
740/760 Turbo	86-92	6750	4750	2200	1000	2316	125	
940 Turbo sal/est	90-96	6000	4000	1850	850	2316	127	
T-5R/850R	95-97	13,000	9500	4500	2250	2319	155	
V70R	97-00	9500	6750	3000	1500	2319	153	
WOLSELEY Wolseley Register (0161 368 2388, wolseleyworld.com)								
6/80	48-55	10,500	6750	3000	1500	2215	81	
4/44 & 15/50	52-58	12,000	9000	4000	2000	1489	78	
6/90 SI-III	54-59	10,000	6500	3000	1500	2639	96	
1500	57-65	8750	6500	3000	1250	1489	77	▼
15/60, 16/60	59-71	10,750	7000	3000	1300	1622	78	▼
6/99, 6/110 SI/II	59-68	13,000	9000	4000	1650	2912	98	
Hornet SI-III	61-69	8000	6200	2850	1400	998	77	▼
1100/1300	65-73	6500	4250	2000	1000	1098	84	
18/85, Six	67-75	8000	5000	2200	1000	2227	104	

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